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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL .... **ILS Rwy 6[1,2]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[1,2,3]**
ILS or LOC/DME Rwy 33[1,2,4]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **LOC Rwy 8[1,2,3]**
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**

ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

NAME ALTERNATE MINIMUMS

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1,2]**
VOR Rwy 2[3]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]NA when local weather not available.
[3]Categories A,B, 1200-2; Category C,D, 1200-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[1,2]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[1,2]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]

[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[1,2]**
ILS or LOC Rwy 24[1,2]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[2,3]
VOR Rwy 32[2,4]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[1,2]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**
NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**
Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD ... **RNAV (GPS) Rwy 18**
NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B
NA when local weather not available.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29
ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[1,2]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[1,3]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34
NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31
NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD .... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[1,2]**
RNAV (GPS) Rwy 20[1,2]
VOR or TACAN Rwy 2[3,4]
VOR Rwy 20[3,5]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[5]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

WHITEFIELD, NH

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Rwy 10**
Categories A,B, 900-2; Category C, 900-2¾.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A
Category C, 800-2¼.
[1]NA when local weather not available.

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
VOR/DME Rwy 33[3]
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline,

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

39' AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading at 250' per NM to 400 feet before turning.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL. **Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 33L, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BRUNSWICK NAS (KNHZ)

BRUNSWICK, ME 09295

Rwy 1L, CAUTION: Cross DER at or above 30' AGL/102' MSL.

Rwy 1R, CAUTION: Cross DER at or above 10' AGL/82' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)

AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK

NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 300-1½ with a min. climb of 471' per NM to 6600, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3.
Rwys 21, 32, 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.

NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min.climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,**300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL.**Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/ 784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL.**Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL

TAKE-OFF MINIMUMS: **Rwy 17,**800-2.**Rwy 35,**300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA

MANSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI

TAKE-OFF MINIMUMS: **Rwy 29,** 700-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 700-1 or std. with a min. climb of 290' per NM to 1300.

MONTAGUE, MA

TURNERS FALLS

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 14,** 300-1 or std. with a min. climb of 340' per NM until 200. **Rwy 20,** 300-1 or std. with a min. climb of 240' per NM until 100. **Rwy 32,** 400-1 or std. with a min. climb of 420' per NM until 500.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

PLYMOUTH, MA

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI

NOTE: **Rwy 7,** trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course.

Rwy 32, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 260' per NM until passing 1000.

Rwys 10, 28 NA.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33,** 1200-3 or std. with a min. climb of 250' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1700 before proceeding on course. **Rwy 15,** climb runway heading to 1400 before proceeding on course. **Rwy 20,** climb runway heading to 2200 before proceeding on course. **Rwy 33,** climb runway heading to 1500 before proceeding on course.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 700-3 or std. w/ min. climb of 326' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before proceeding on course. **Rwy 33,** Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1,** Trees beginning 887' from departure end of runway, 493'left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6,** Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15,** Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19,** Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24,** obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/ 267' MSL trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33,** Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

WISCASSET, ME

WISCASSET

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 240' per NM to 600.

WORCESTER, MA

WORCESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 29,** 300-2 or std. with a min. climb of 250' per NM to 1300. **Rwy 33,** 700-2 or std. with a min. climb of 320' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 1300 before proceeding on course. **Rwy 33,** climb runway heading to 2000 before proceeding on course.

APP CRS	Rwy ldg	2502
104°	TDZE	108
	Apt Elev	108

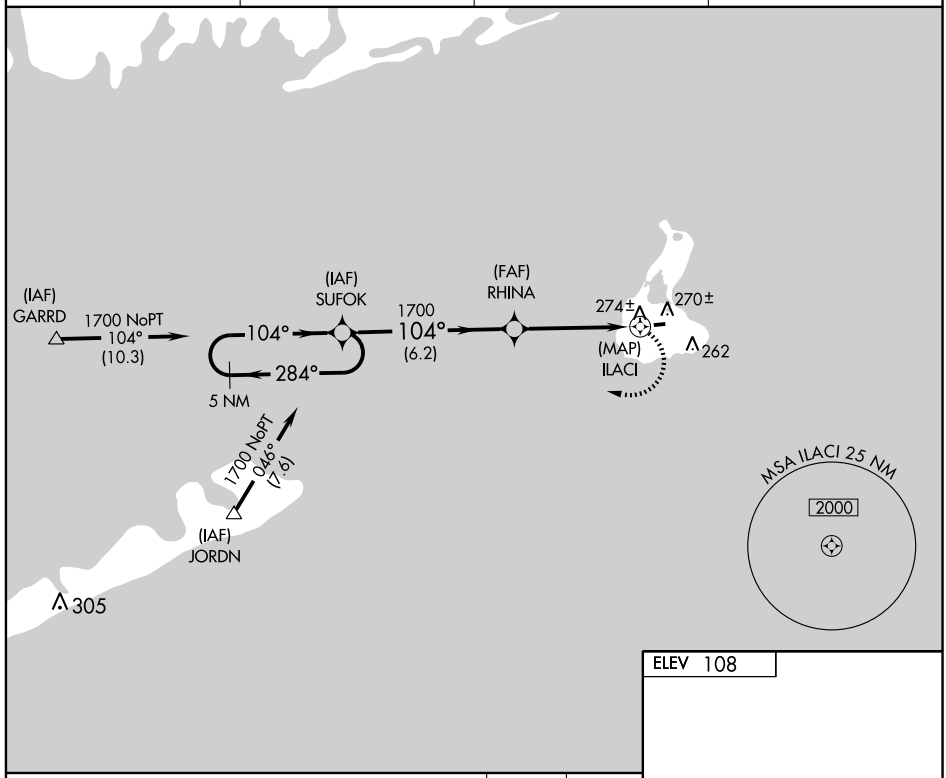
RNAV (GPS) RWY 10
BLOCK ISLAND STATE (BID)

Inoperative table does not apply to Cat C.
DME/DME RNP-0.3 NA.

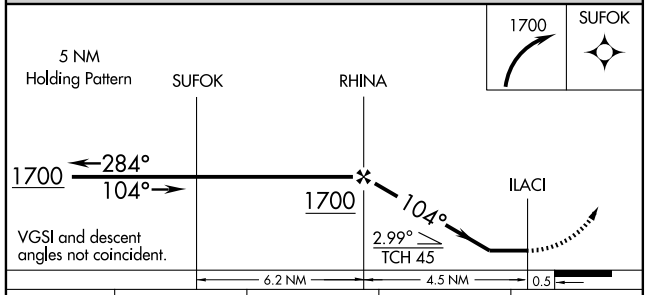
MALSF

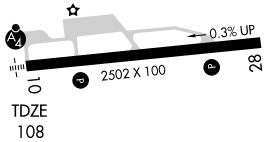
MISSED APPROACH: Climbing right turn to 1700 direct SUFOK WP and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF)



ELEV 108





CATEGORY	A	B	C	D
LNAV MDA	700- ¾ 592 (600- ¾)		700-1½ 592 (600-1½)	NA
CIRCLING	700-1 592 (600-1)		700-1½ 592 (600-1½)	NA

REIL Rwy 28
MIRL Rwy 10-28

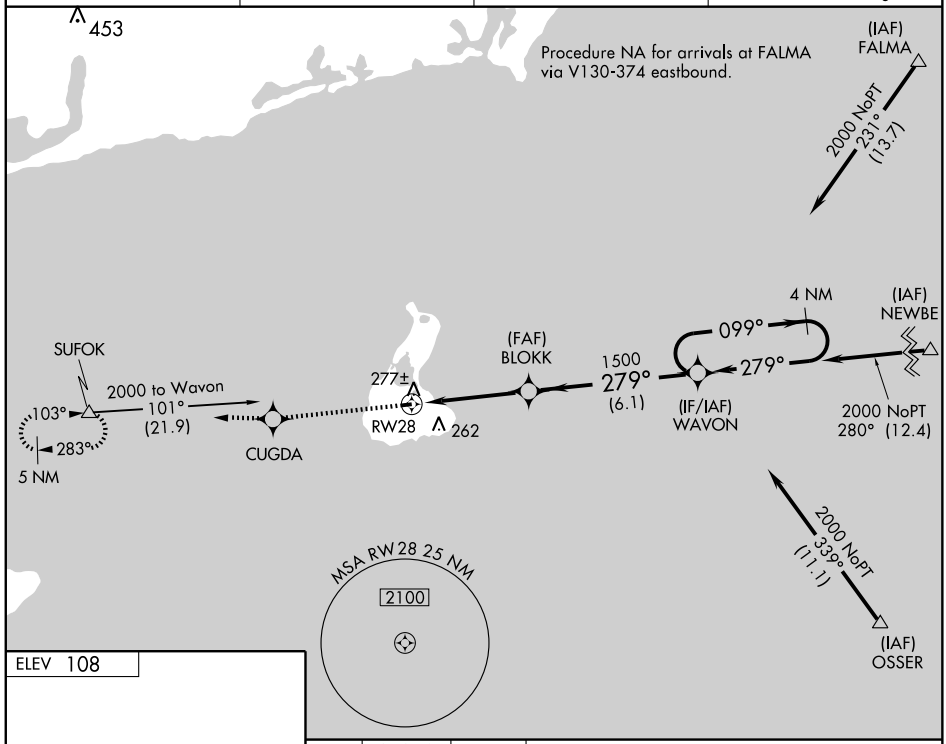
WAAS CH 70501 W28A	APP CRS 279°	Rwy ldg 2502 TDZE 108 Apt Elev 108

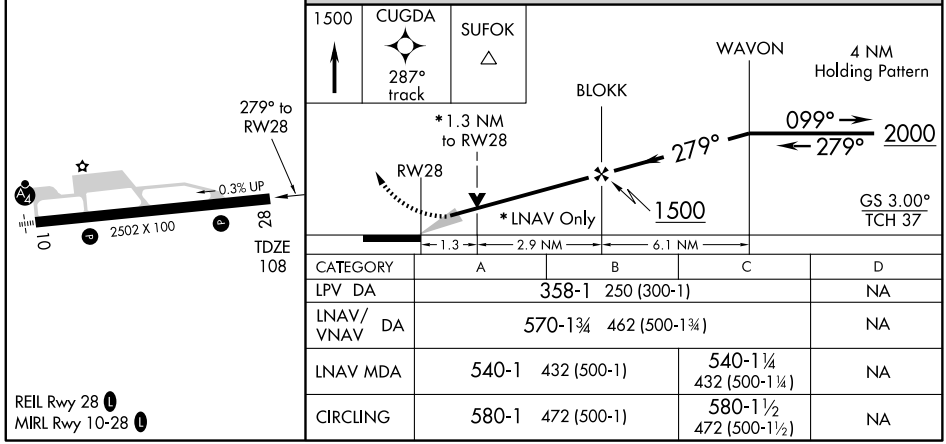
RNAV (GPS) RWY 28
BLOCK ISLAND STATE (BID)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Westerly State altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Westerly State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 96°C (205°F).

MISSED APPROACH: Climb to 1500 direct CUGDA and via 287° track to SUFOK and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	358-1 250 (300-1)			NA
LNAV/VNAV DA	570-1¾ 462 (500-1¾)			NA
LNAV MDA	540-1 432 (500-1)		540-1¼ 432 (500-1¼)	NA
CIRCLING	580-1 472 (500-1)		580-1½ 472 (500-1½)	NA

VOR/DME SEY 117.8 Chan 125	APP CRS 104°	Rwy ldg 2502 TDZE 109 Apt Elev 109

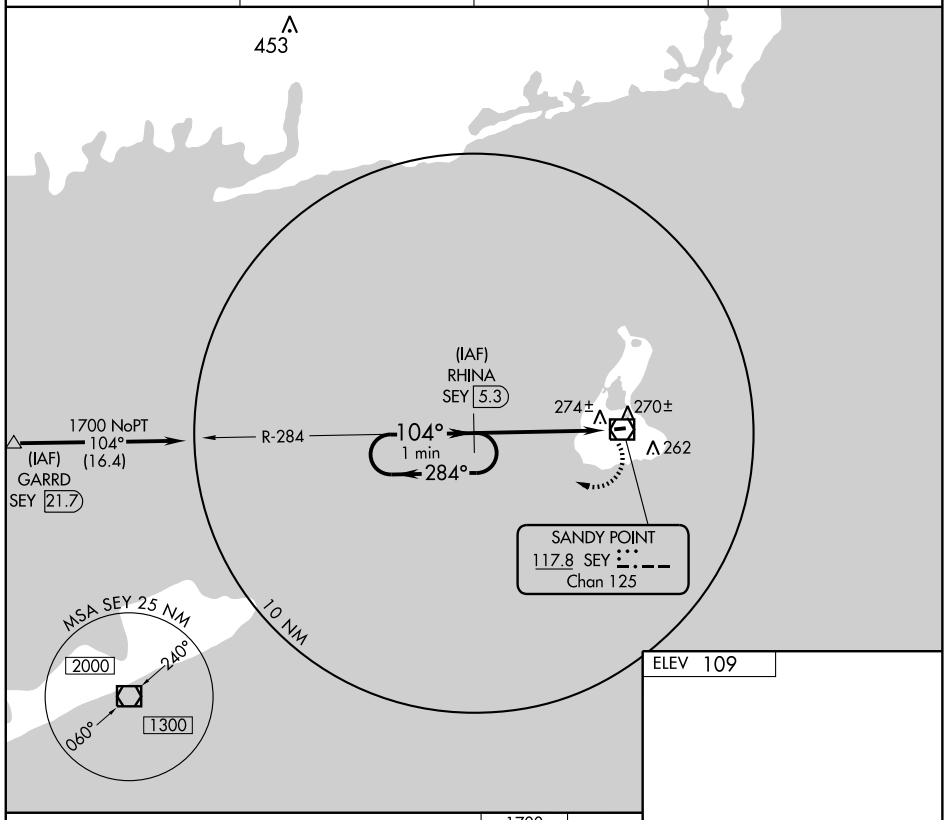
VOR/DME RWY 10
BLOCK ISLAND STATE (BID)

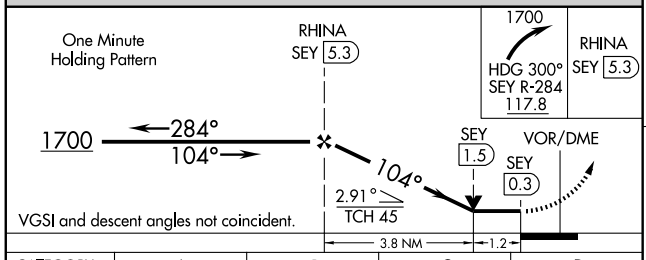
Inoperative table does not apply to Cat C.

MALSF

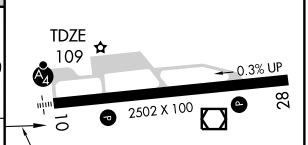
MISSED APPROACH: Climbing right turn to 1700 via heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L





VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-10	540- ¾ 431 (500- ¾)		540-1¼ 431 (500-1¼)	NA
CIRCLING	580-1 471 (500-1)		580-1½ 471 (500-1½)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

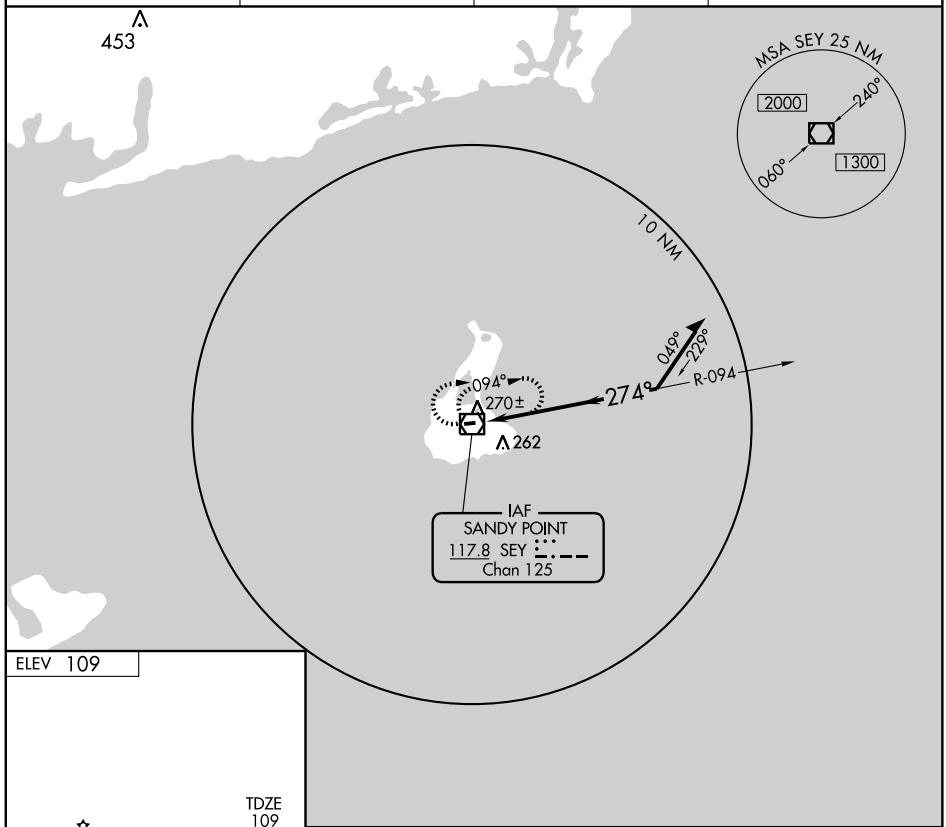
NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME SEY 117.8 Chan 125	APP CRS 274°	Rwy ldg 2502 TDZE 109 Apt Elev 109

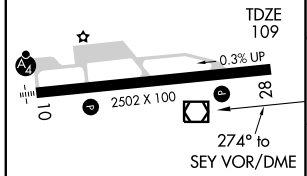
VOR RWY 28
BLOCK ISLAND STATE (BID)

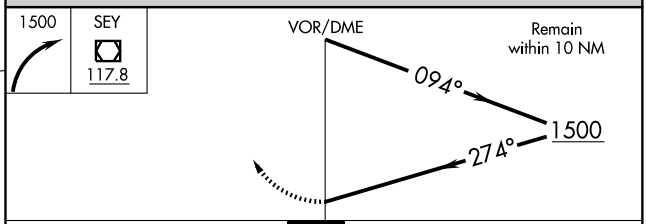
MISSED APPROACH: Climbing right turn to 1500 in SEY VOR/DME holding pattern.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L



ELEV 109





CATEGORY	A	B	C	D
S-28	600-1 491 (500-1)		600-1¼ 491 (500-1¼)	NA
CIRCLING	600-1 491 (500-1)		600-1½ 491 (500-1½)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1. 14 JAN 2010 to 11 FEB 2010

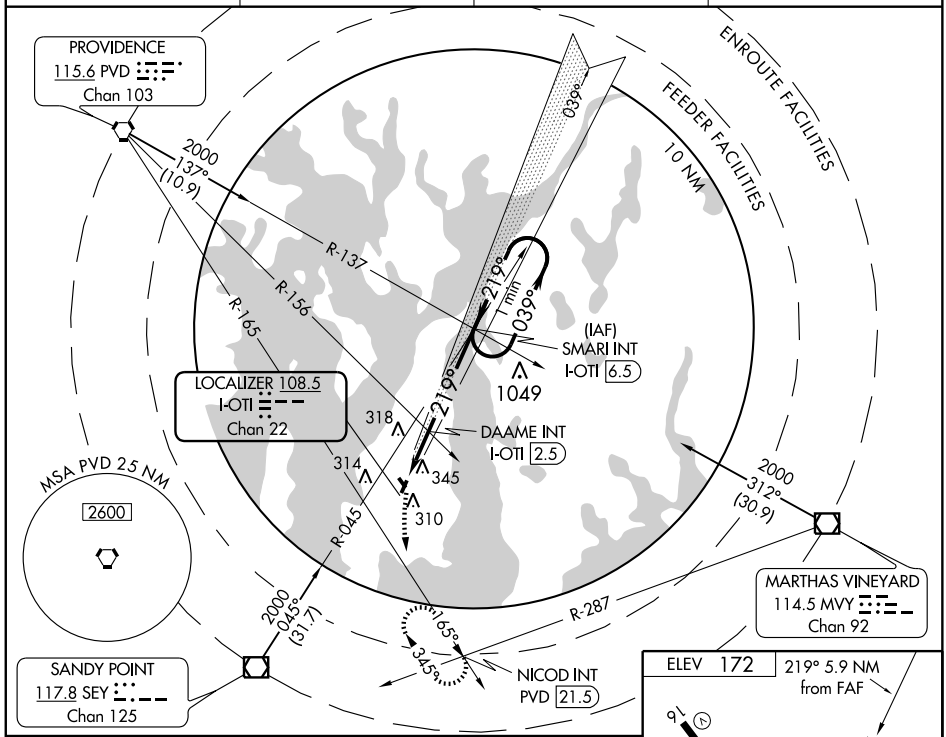
LOC/DME I-OTI	APP CRS	Rwy ldg 2999
108.5	219°	TDZE 172
Chan 22		Apt Elev 172

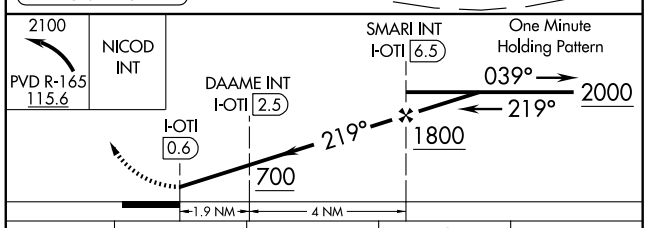
LOC RWY 22
NEWPORT STATE (UUU)

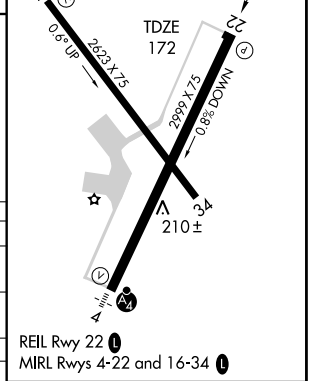
NA

MISSED APPROACH: Climbing left turn to 2100 via PVD VORTAC R-165 to NICOD Int/21.5 DME and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	122.8 (CTAF) L







REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-22	700-1 528 (600-1)		700-1½ 528 (600-1½)	NA
CIRCLING	760-1 588 (600-1)		760-1½ 588 (600-1½)	NA
DAAME FIX MINIMUMS				
S-22	640-1 468 (500-1)		640-1¼ 468 (500-1¼)	NA
CIRCLING	760-1 588 (600-1)		760-1½ 588 (600-1½)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

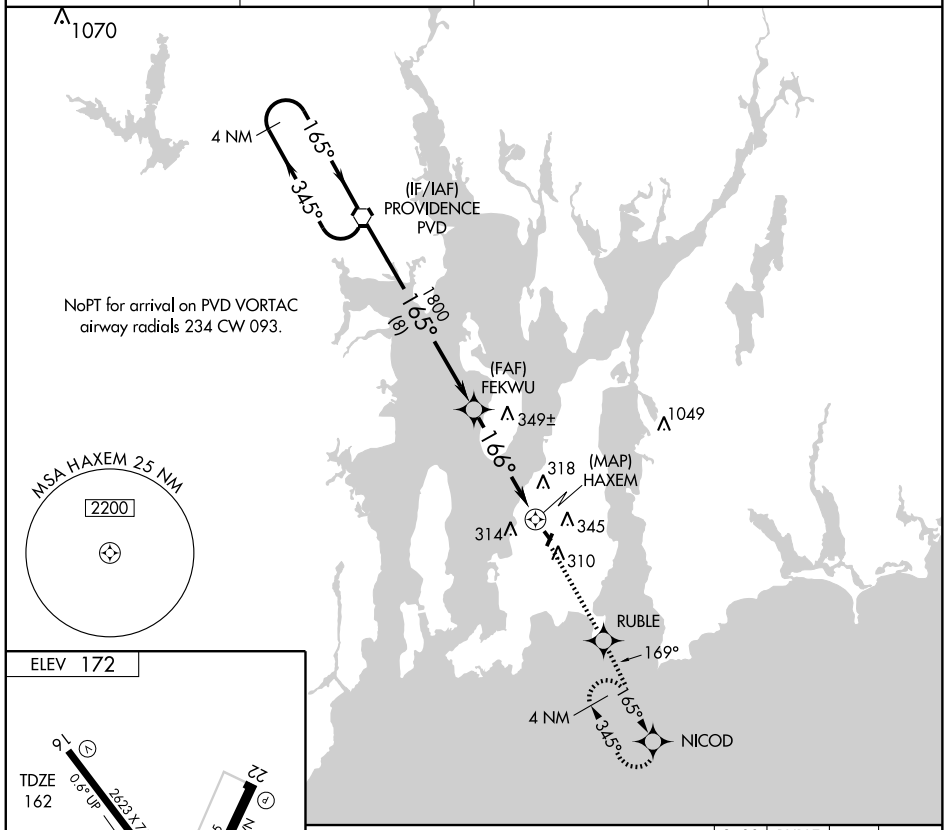
APP CRS	Rwy ldg	2623
166°	TDZE	162
	Apt Elev	172

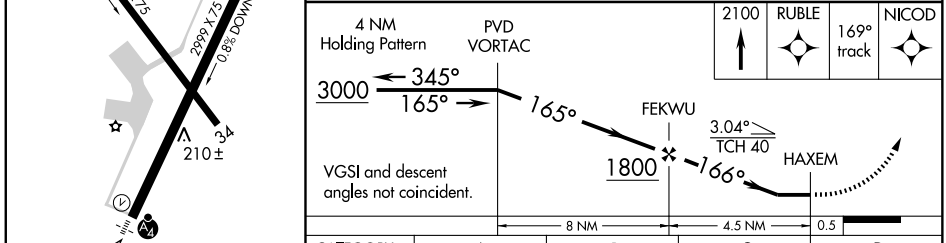
RNAV (GPS) RWY 16
NEWPORT STATE (UUU)

When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. VDP NA with Providence altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

ASOS	PROVIDENCE APP CON ★		CLNC DEL	UNICOM
132.075	128.7	269.525	127.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1 438 (500-1)		600-1¼ 438 (500-1¼)	NA
CIRCLING	700-1 528 (600-1)		700-1½ 528 (600-1½)	NA

REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L

NE-1. 14 JAN 2010 to 11 FEB 2010

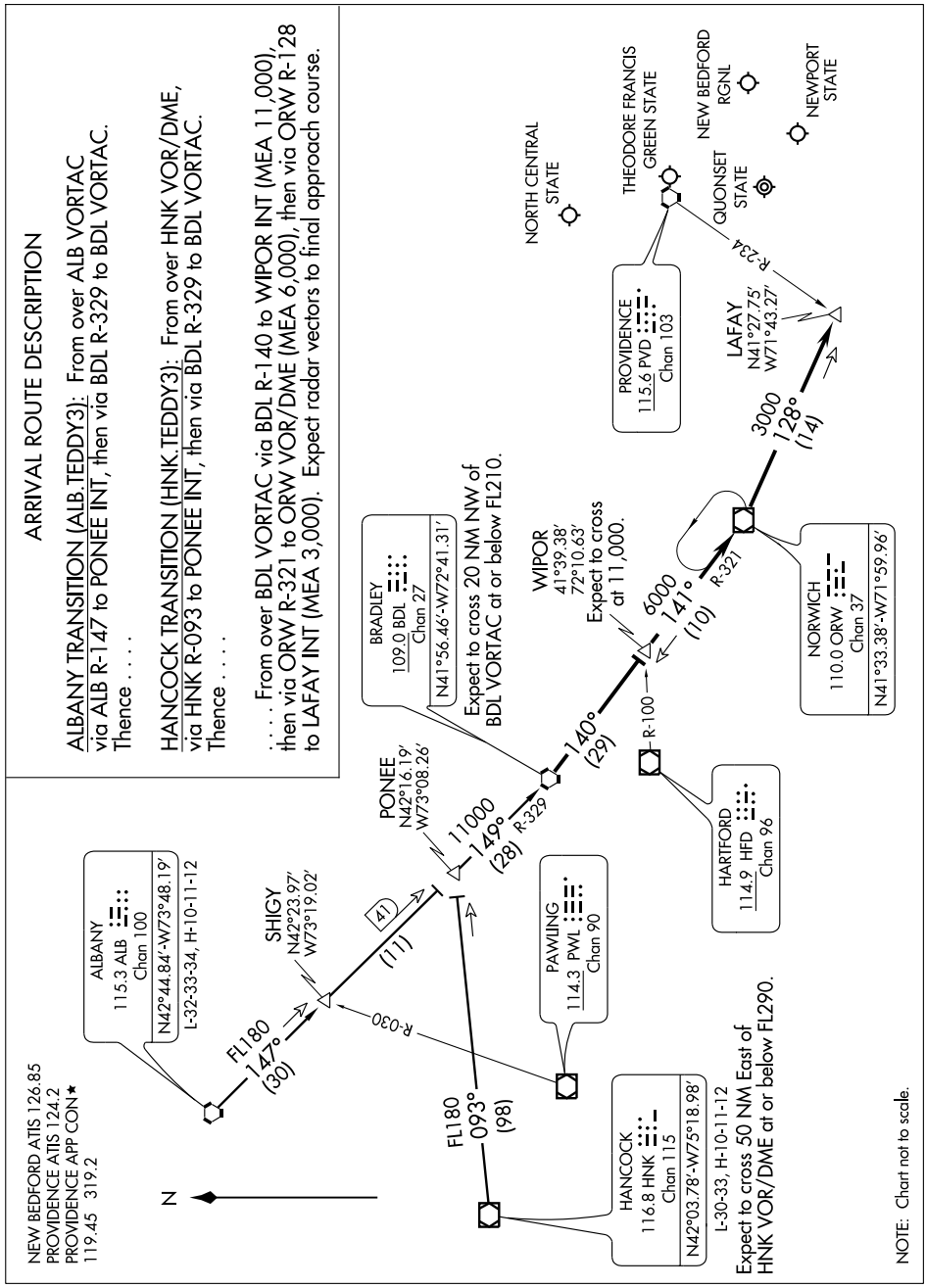
TEDDY THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



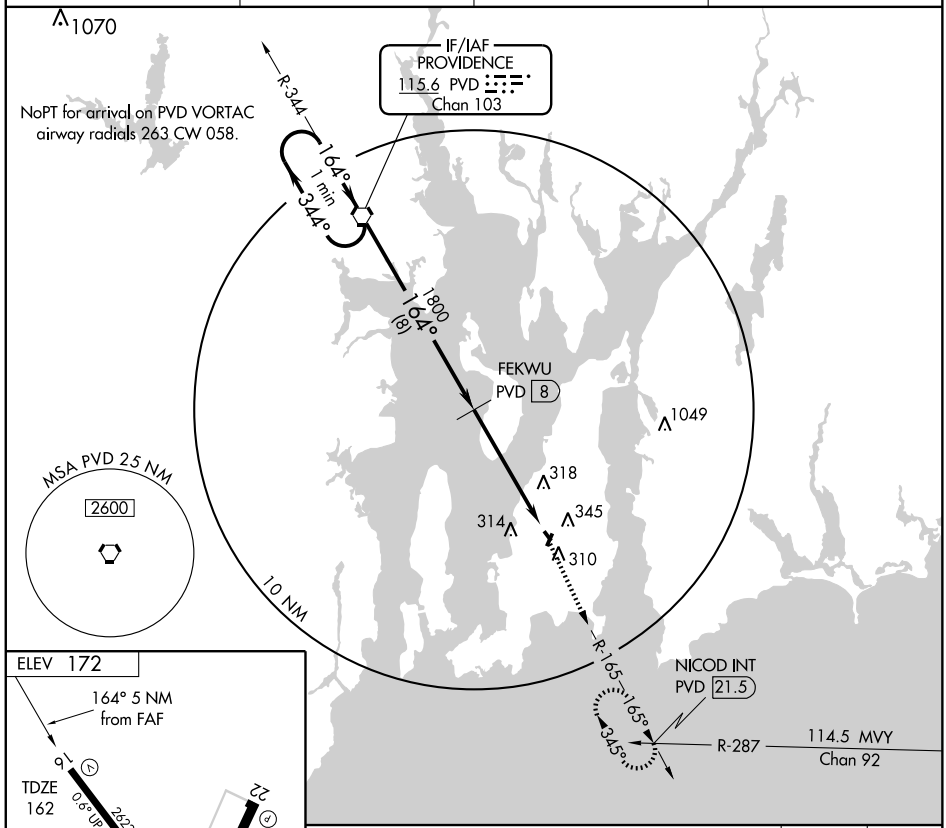
VORTAC PVD	APP CRS	Rwy ldg	2623
115.6	164°	TDZE	162
Chan 103		Apt Elev	172

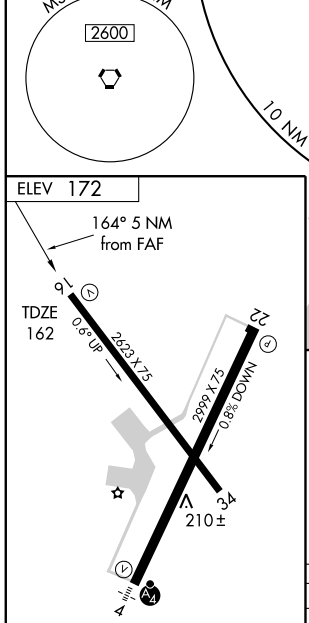
VOR/DME RWY 16
NEWPORT STATE (UUU)

When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

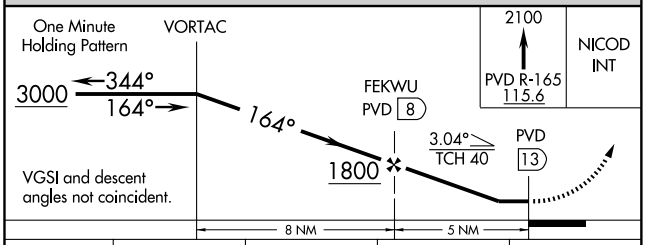
MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	122.8 (CTAF) L





REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L



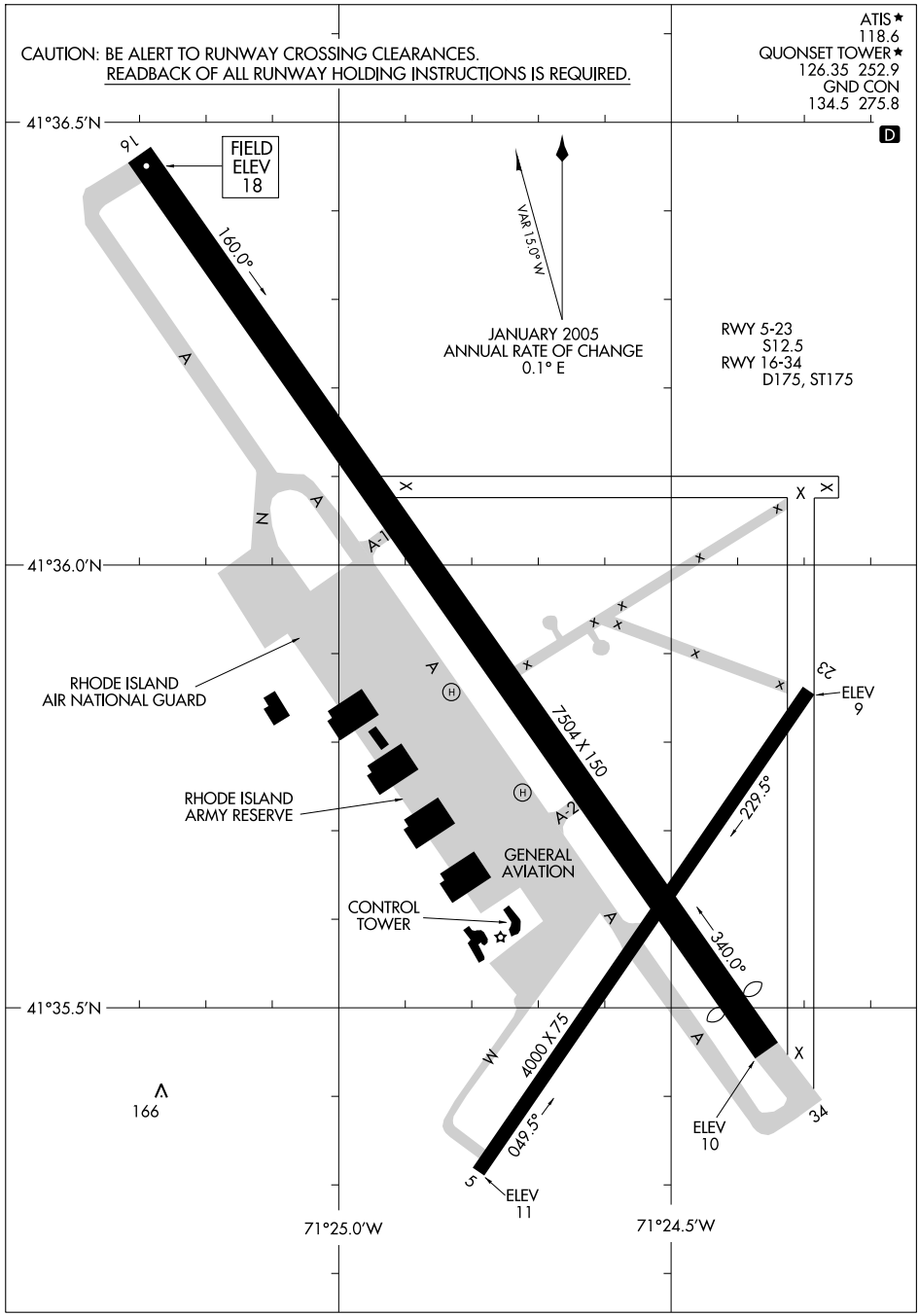
CATEGORY	A	B	C	D
S-16	680-1 518 (600-1)		680-1½ 518 (600-1½)	NA
CIRCLING	700-1 528 (600-1)		700-1½ 528 (600-1½)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-338 (FAA)

NORTH KINGSTOWN/QUONSET STATE (OQU)
NORTH KINGSTOWN, RHODE ISLAND



ILS or LOC RWY 16

NORTH KINGSTOWN / QUONSET STATE (OQU)

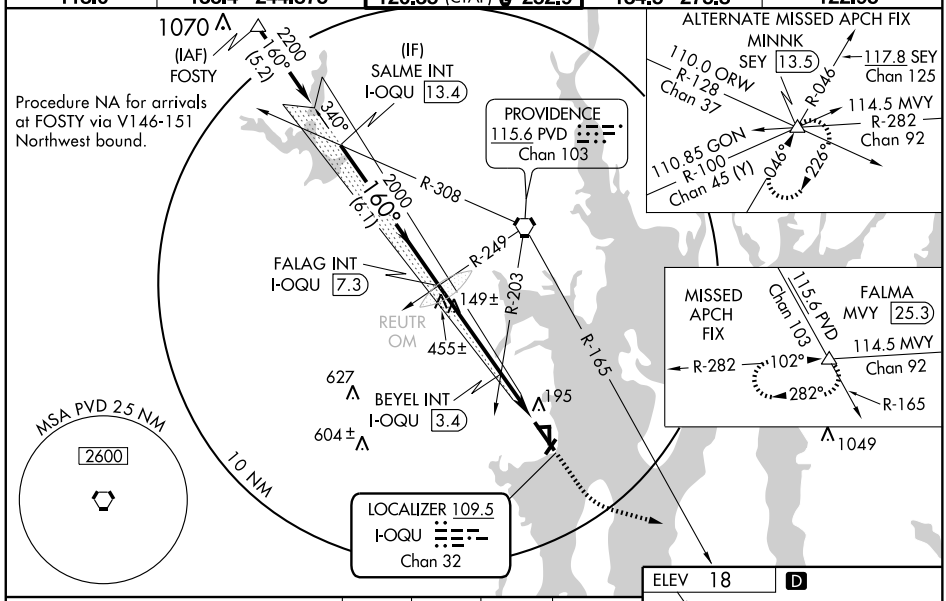
LOC/DME I-OQU	APP CRS	Rwy ldg	7100
109.5	160°	TDZE	18
Chan 32		Apt Elev	18

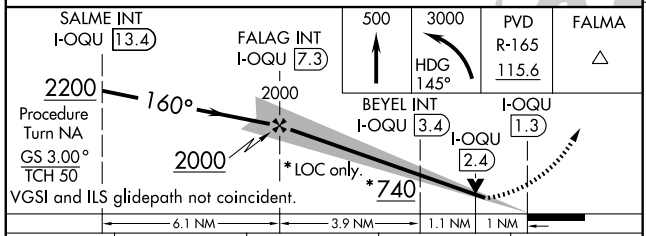
Visibility reduction by helicopters NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 23 feet and all MDA 40 feet, and S-LOC 16 Cats C and D and Circling Cats B, C,and D visibilities ¼ mile, and BEYEL fix minimums Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-ILS 16. For inoperative MALSR, increase S-LOC 16 Cats A and B visibilities to 1 mile. BEYEL fix minimums: For inoperative MALSR, increase S-LOC 16 Cats A, B, and C visibilities to 1 mile. For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cat A visibility to 1 mile. BEYEL fix minimums: For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cats A and B visibilities to 1 mile.

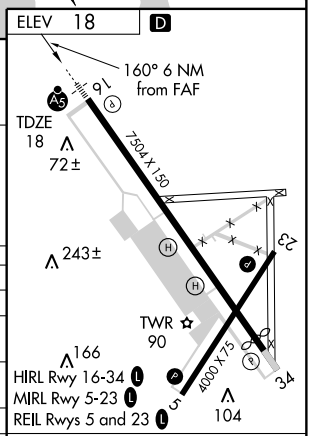
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 145° and PVD VORTAC R-165 to FALMA INT/ MVY 25.3 DME and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
S-ILS 16	268-¾ 250 (300-¾)			
S-LOC 16	740-¾ 722 (800-¾)		740-1½ 722 (800-1½)	740-1¾ 722 (800-1¾)
CIRCLING	740-1 722 (800-1)		740-2 722 (800-2)	740-2¼ 722 (800-2¼)
BEYEL FIX MINIMUMS				
S-LOC 16	400-¾ 382 (400-¾)			
CIRCLING	600-1 582 (600-1)		600-1½ 582 (600-1½)	600-2 582 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NDB RWY 16

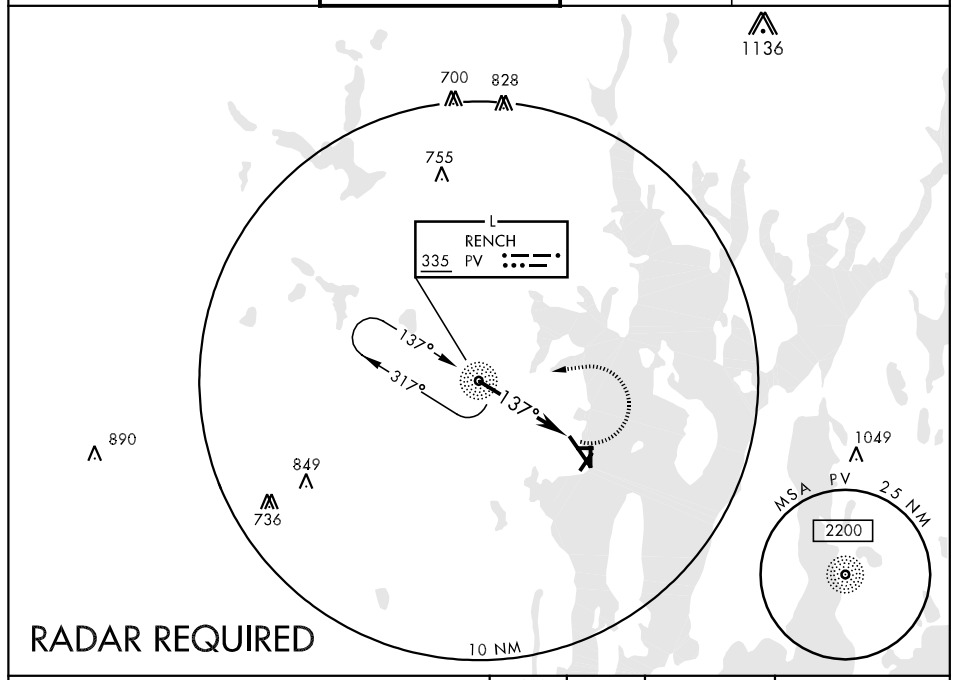
NDB PV 335	APCH CRS 137°	Rwy ldg 7504 TDZE 19 Arpt Elev 19	AL-338 [USA]	NORTH KINGSTOWN/ QUONSET STATE (OQU)

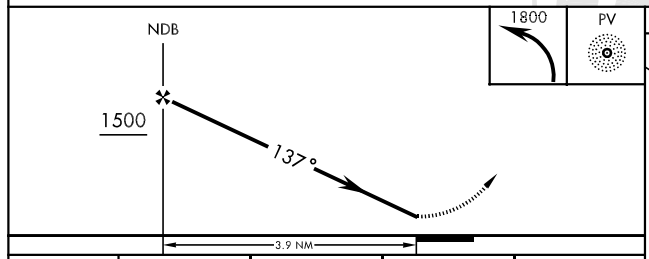
NA
Procedure not authorized when Providence approach control closed.
When local altimeter not received, use Providence altimeter setting.

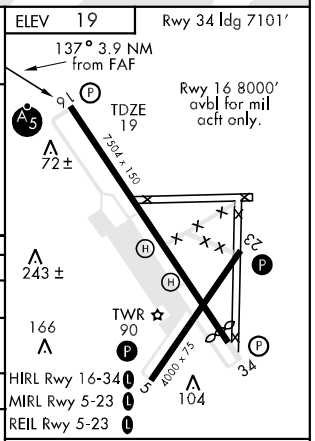
MALSR A5

MISSED APPROACH: Climbing left turn to 1800 direct PV NDB and hold or as directed by ATC.

PROVIDENCE APP CON	QUONSET TOWER ★	GND CON	UNICOM
135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
S-16	520-1 501 (600-1)		520-1½ 501 (600-½)	
CIRCLING	560-1 541 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)
PROVIDENCE ALTIMETER SETTING MINIMUMS				
S-16	540-1 521 (600-1)		540-1½ 521 (600-1½)	540-1¾ 521 (600-1¾)
CIRCLING	600-1 581 (600-1)		600-1½ 581 (600-1½)	600-2 581 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

WAAS CH 93705 W16A	APP CRS 160°	Rwy ldg 7100 TDZE 18 Apt Elev 18

RNAV (GPS) RWY 16

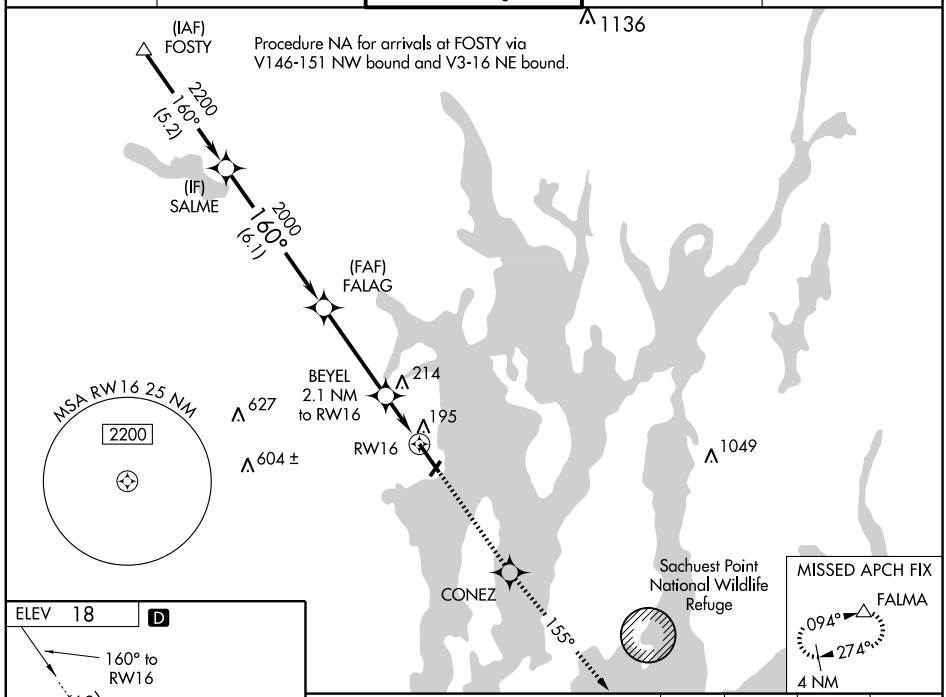
NORTH KINGSTOWN / QUONSET STATE (OQU)

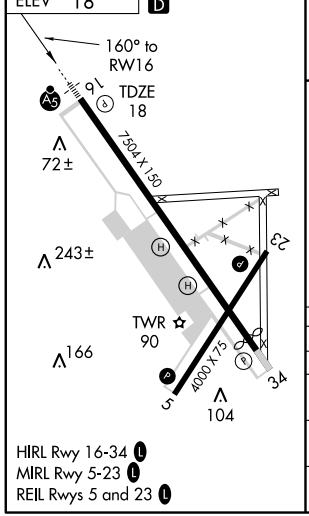
For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase LPV DA to 343 feet, increase LNAV/VNAV DA to 468 feet; increase all MDAs 40 feet. Visibility reduction by helicopters NA.

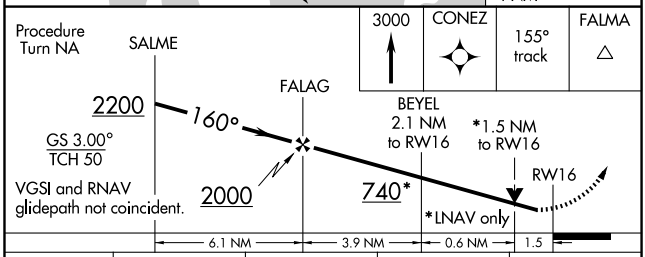
MALSR

MISSED APPROACH: Climb to 3000 direct CONEZ and via 155° track to FALMA and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	320-¾ 302 (400-¾)			
LNAV/ VNAV DA	445-1 427 (500-1)			
LNAV MDA	560-¾ 542 (600-¾)		560-1 542 (600-1)	560-1¼ 542 (600-1¼)
CIRCLING	600-1 582 (600-1)		600-1½ 582 (600-1½)	600-2 582 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7100
340°	TDZE	11
	Apt Elev	18

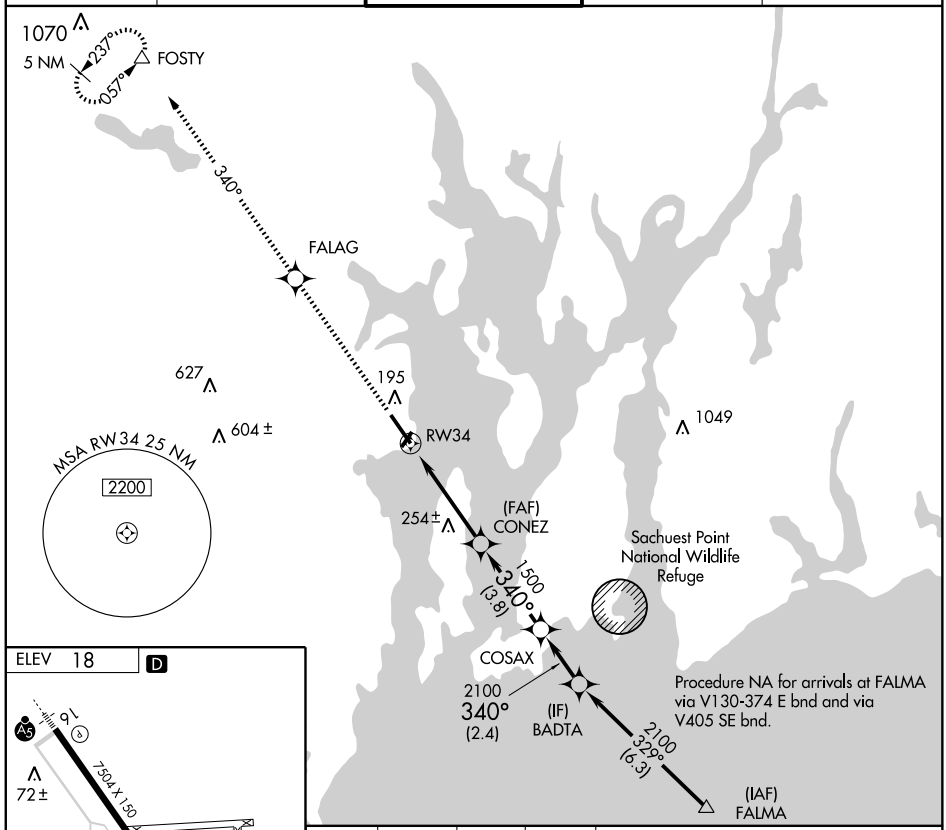
RNAV (GPS) RWY 34

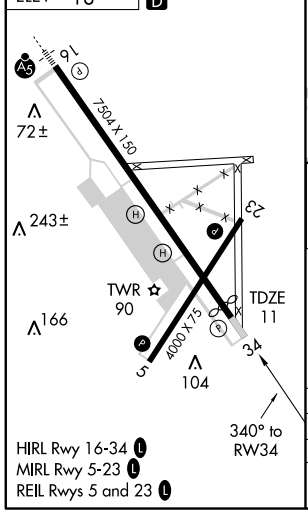
NORTH KINGSTOWN / QUONSET STATE (OQU)

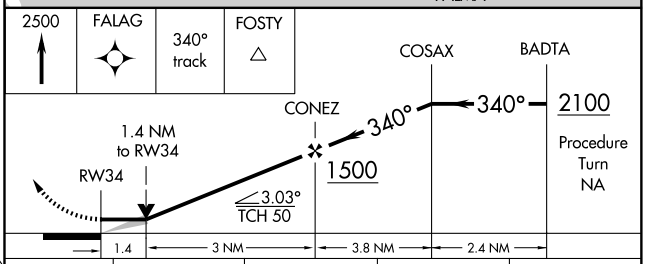
DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 40 feet, visibility Cat D ¼ mile, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2500 direct FALAG and via 340° track to FOSTY and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	520-1 509 (600-1)		520-1½ 509 (600-1½)	
CIRCLING	600-1 582 (600-1)		600-1½ 582 (600-1½)	600-2 582 (600-2)

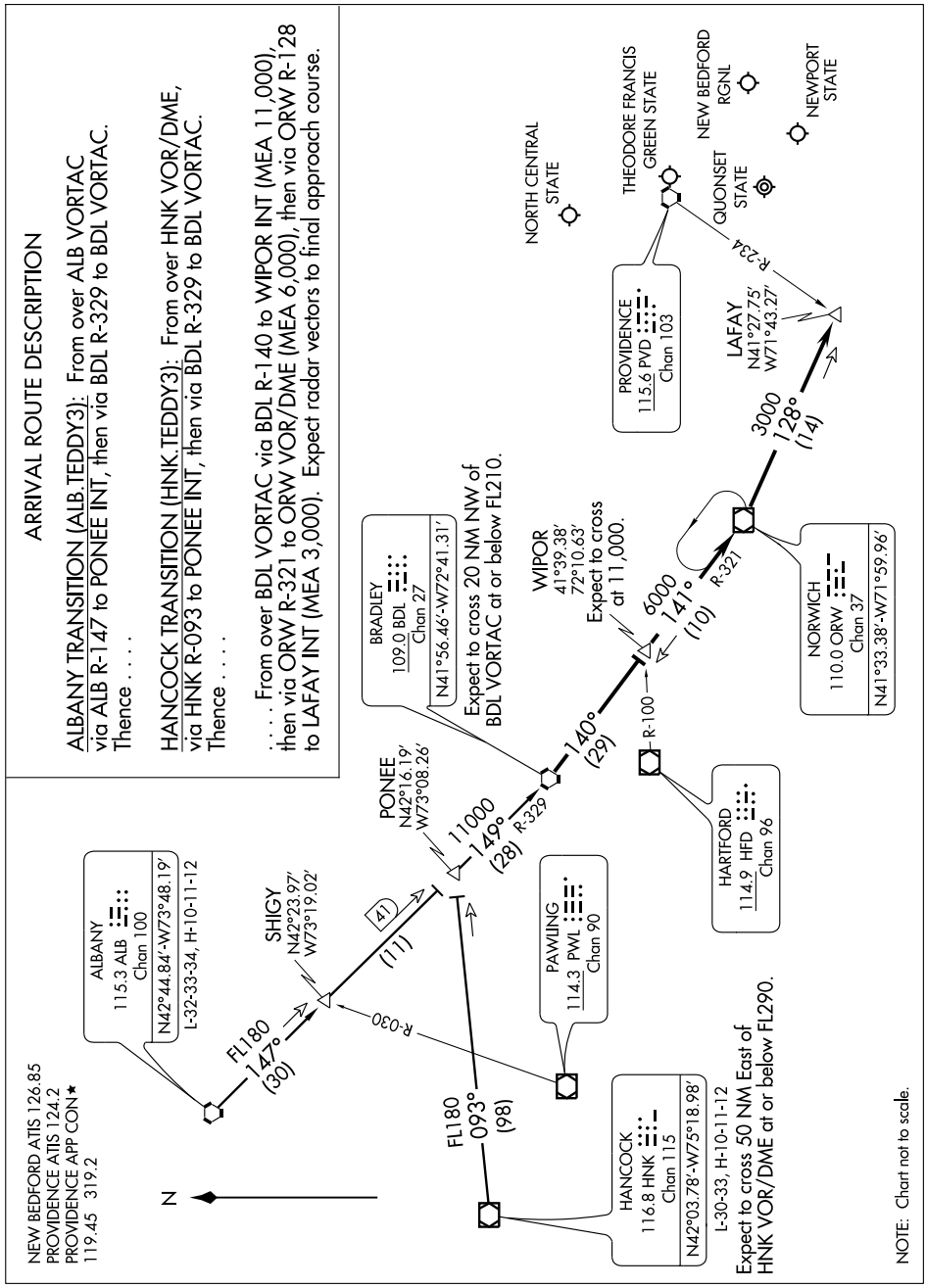
TEDDY THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



VORTAC PVD 115.6 Chan 103	APP CRS 188°	Rwy ldg N/A TDZE N/A Apt Elev 19

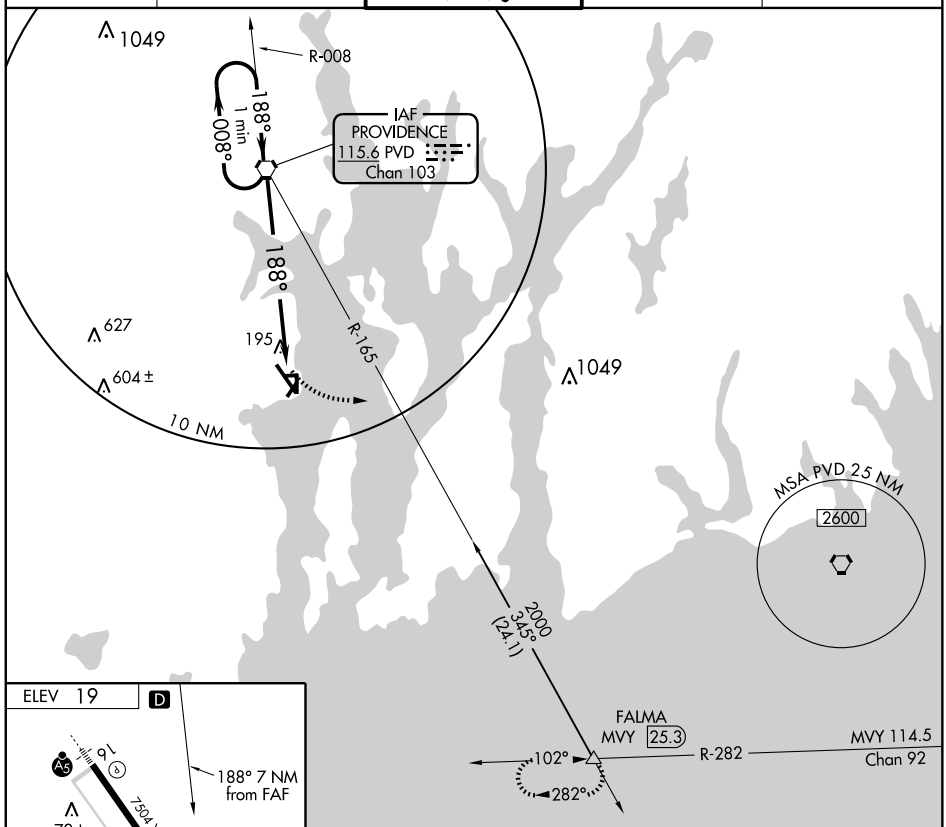
VOR-A

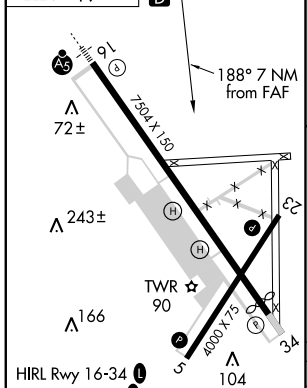
NORTH KINGSTOWN / QUONSET STATE (OQU)

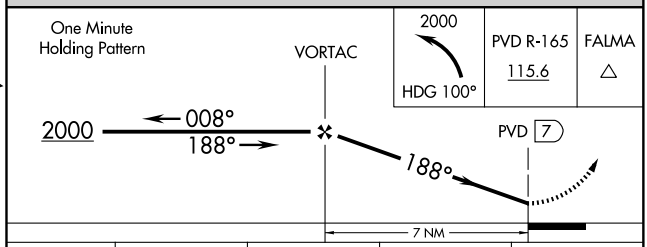
When local altimeter not received, use Providence altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 100° and PVD R-165 to FALMA Int and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

PROVIDENCE ALTIMETER SETTING MINIMUMS				
CATEGORY	A	B	C	D
CIRCLING	560-1 541 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)
CIRCLING	580-1 561 (600-1)		580-1½ 561 (600-1½)	580-2 561 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PVD	APP CRS	Rwy ldg 7100
115.6	006°	TDZE 12
Chan 103		Apt Elev 19

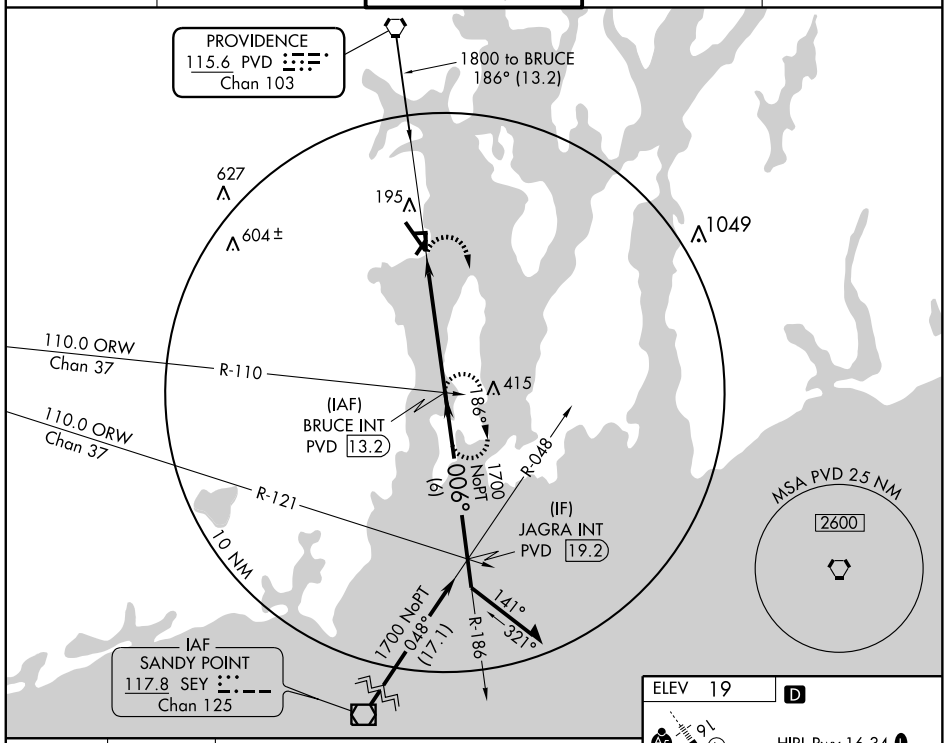
VOR RWY 34

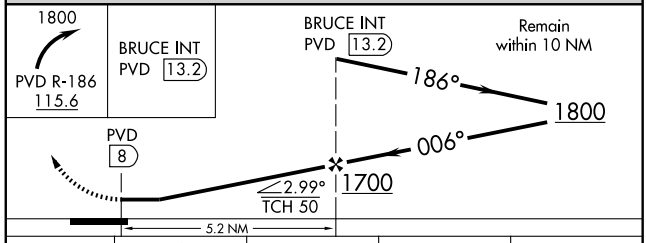
NORTH KINGSTOWN / QUONSET STATE (OQU)

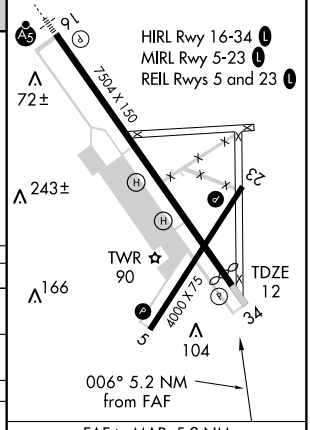
When local altimeter setting not received, use Providence altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 via PVD R-186 to BRUCE Int/PVD 13.2 DME and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) (L) 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
S-34	660-1 648 (700-1)		660-1¾ 648 (700-1¾)	660-2 648 (700-2)
CIRCLING	660-1 641 (700-1)		660-1¾ 641 (700-1¾)	660-2 641 (700-2)
PROVIDENCE ALTIMETER SETTING MINIMUMS				
S-34	680-1 668 (700-1)		680-1¾ 668 (700-1¾)	680-2 668 (700-2)
CIRCLING	680-1 661 (700-1)		680-1¾ 661 (700-1¾)	680-2 661 (700-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SFZ	APP CRS	Rwy ldg	5000
111.9	047°	TDZE	429
Chan 56		Apt Elev	441

LOC RWY 5

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

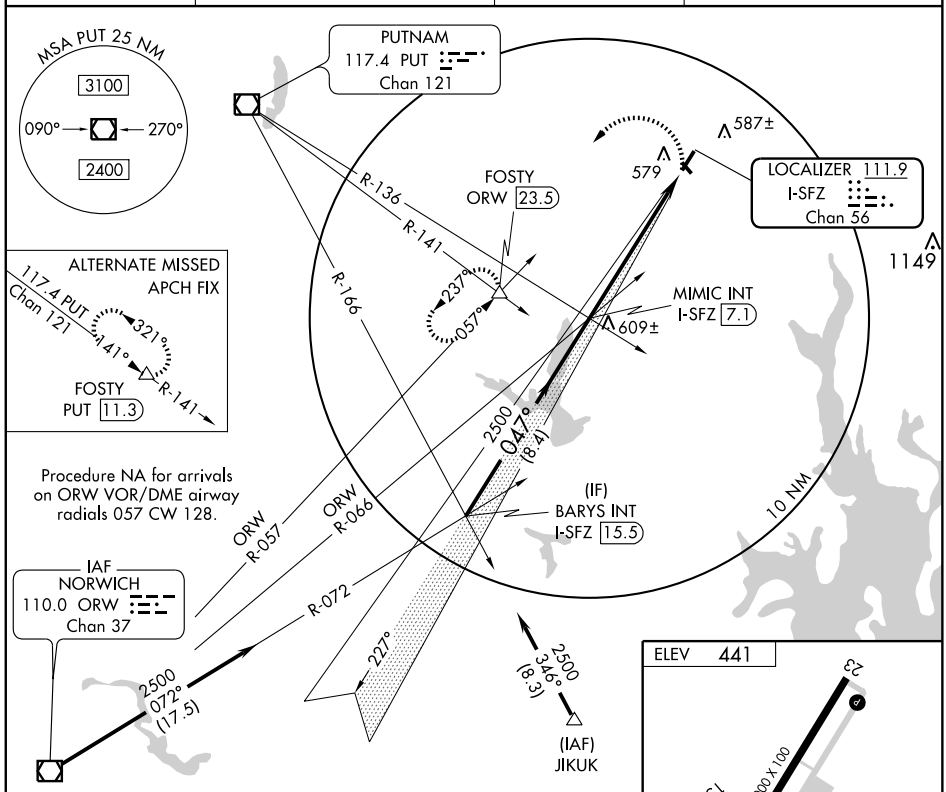
Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase S-5 and Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-5 Cat C. VDP NA when using Providence altimeter setting.

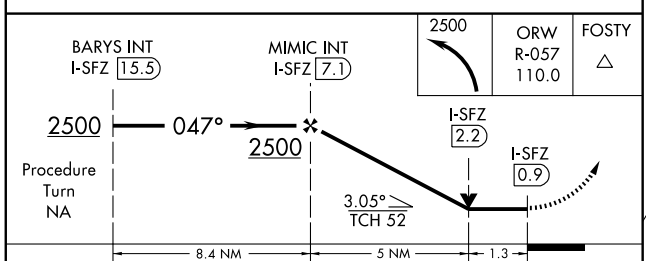
NA

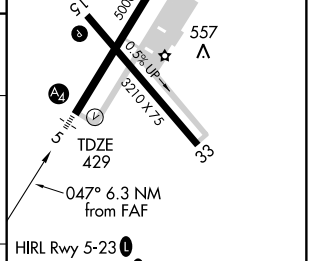
MALS

MISSED APPROACH: Climbing left turn to 2500 ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

CATEGORY	A	B	C	D
S-5	880-¾ 451 (500-¾)		880-1¼ 451 (500-1¼)	NA
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-1. 14 JAN 2010 to 11 FEB 2010

© PAWTUCKET, CHARDON, OHIO

APP CRS	Rwy ldg	5000
047°	TDZE	429
	Apt Elev	441

RNAV (GPS) RWY 5

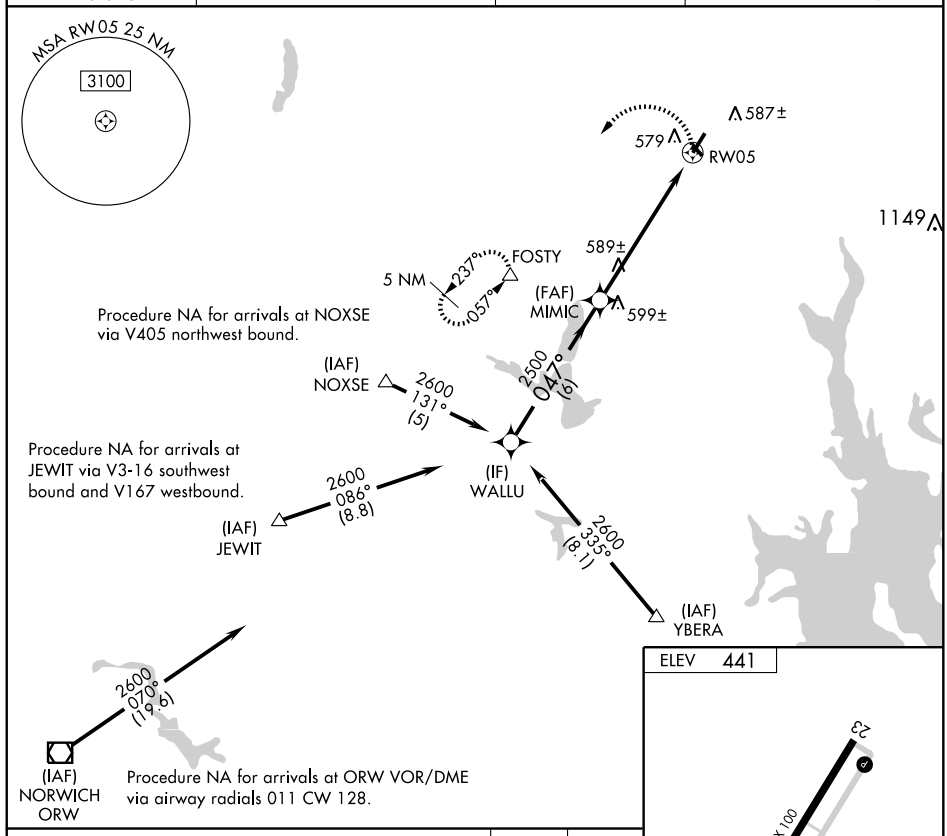
PAWTUCKET / NORTH CENTRAL STATE (SFZ)

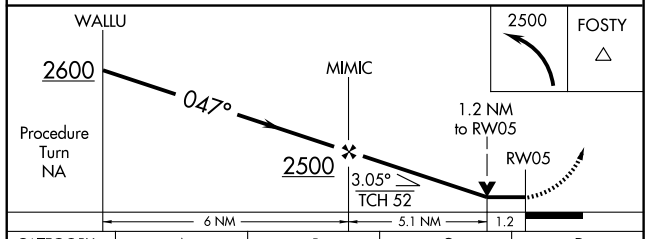
Inoperative table does not apply to Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Providence altimeter setting.

MALS

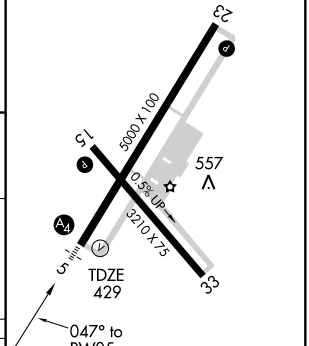
MISSED APPROACH: Climbing left turn to 2500 direct FOSTY and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	860-¾ 431 (500-¾)		860-1¼ 431 (500-1¼)	NA
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA



HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

APP CRS	Rwy ldg	5000
227°	TDZE	429
	Apt Elev	441

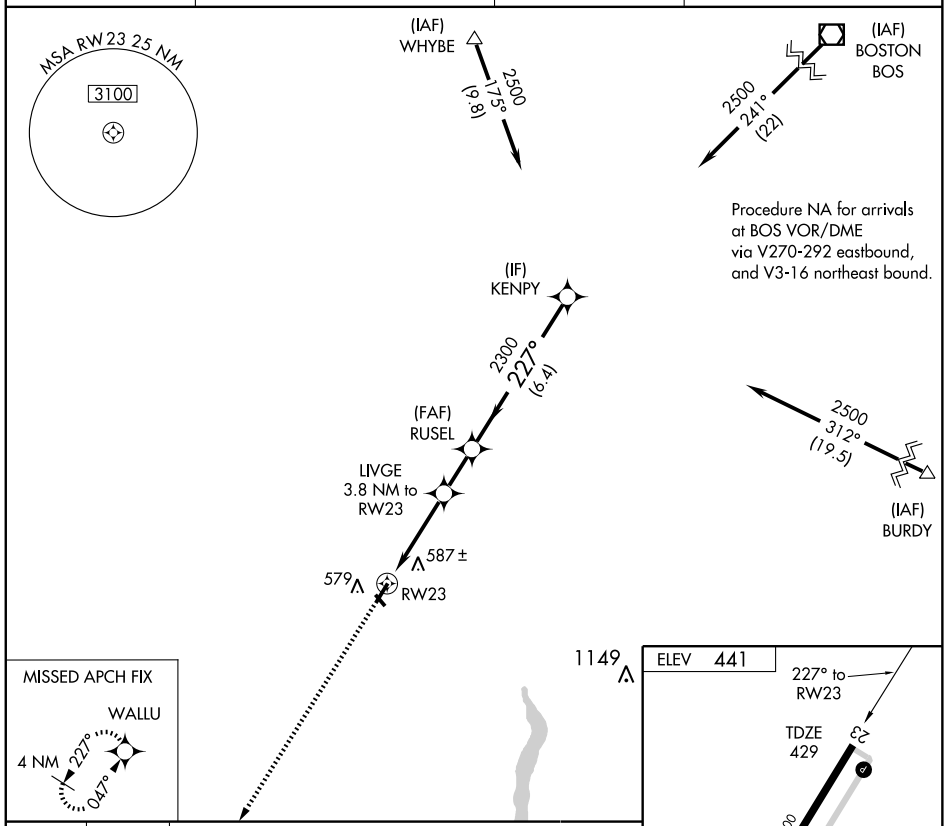
RNAV (GPS) RWY 23

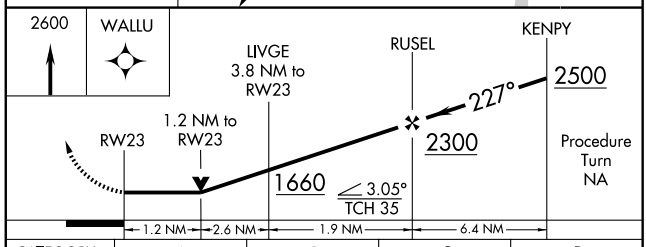
PAWTUCKET / NORTH CENTRAL STATE (SFZ)

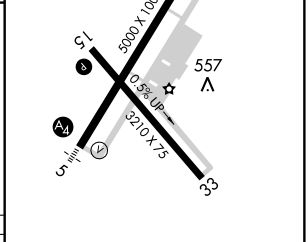
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Providence altimeter setting.

MISSED APPROACH: Climb to 2600 direct WALLU and hold.

AWOS-3	PROVIDENCE APP CON★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 391 (400-1)			NA
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

NE-1. 14 JAN 2010 to 11 FEB 2010

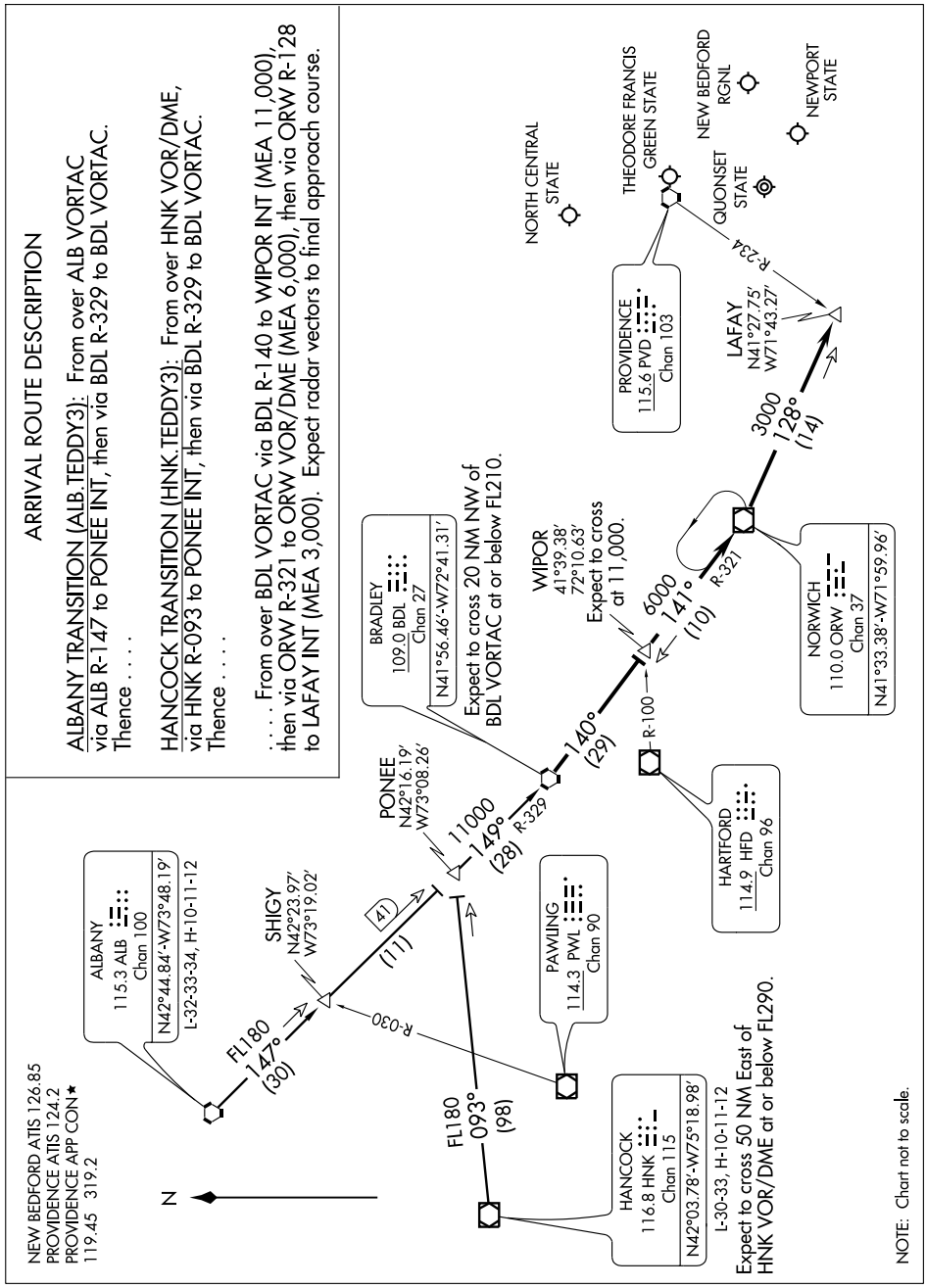
TEDDY THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



VORTAC PVD 115.6 Chan 103	APP CRS 001°	Rwy ldg N/A TDZE N/A Apt Elev 441

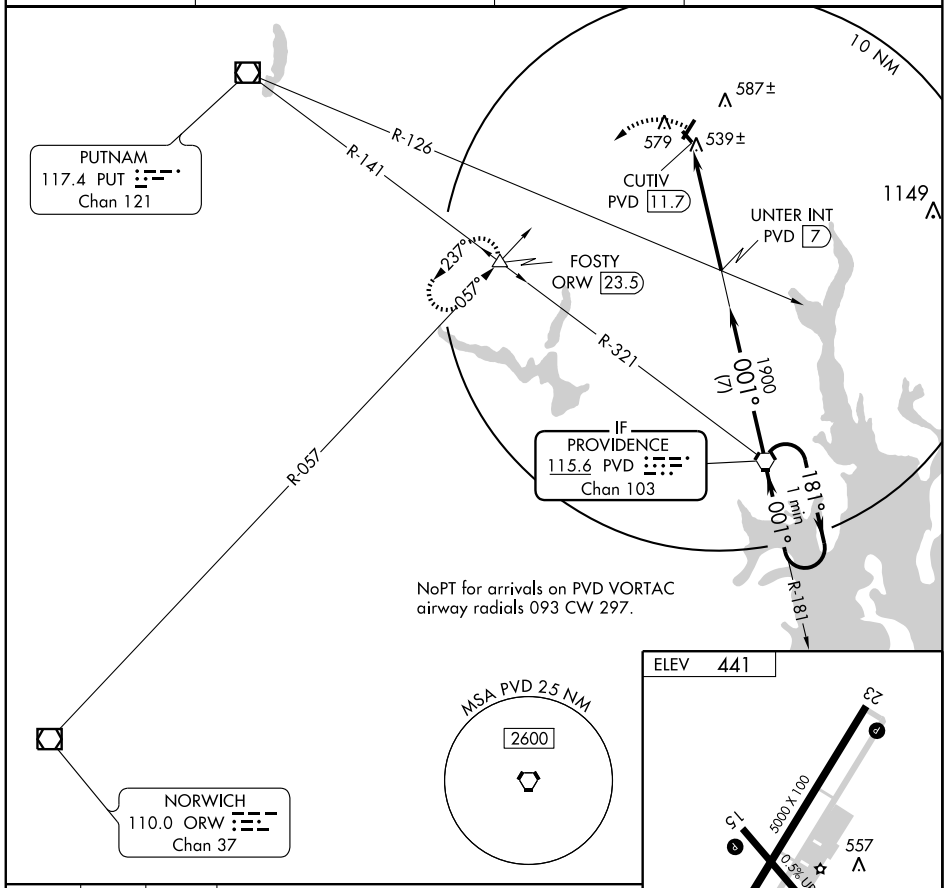
VOR-A

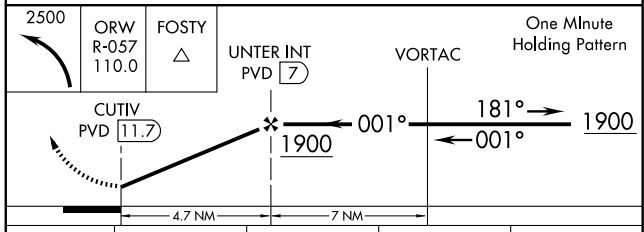
PAWTUCKET / NORTH CENTRAL STATE (SFZ)

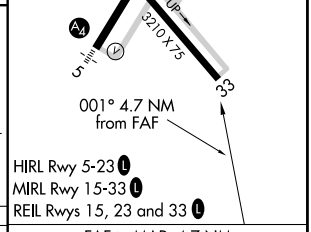
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

CATEGORY	A	B	C	D
CIRCLING	980-1 539 (500-1)		980-1½ 539 (500-1½)	NA

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME PUT 117.4 Chan 121	APP CRS 111°	Rwy ldg N/A TDZE N/A Apt Elev 441

VOR-B

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

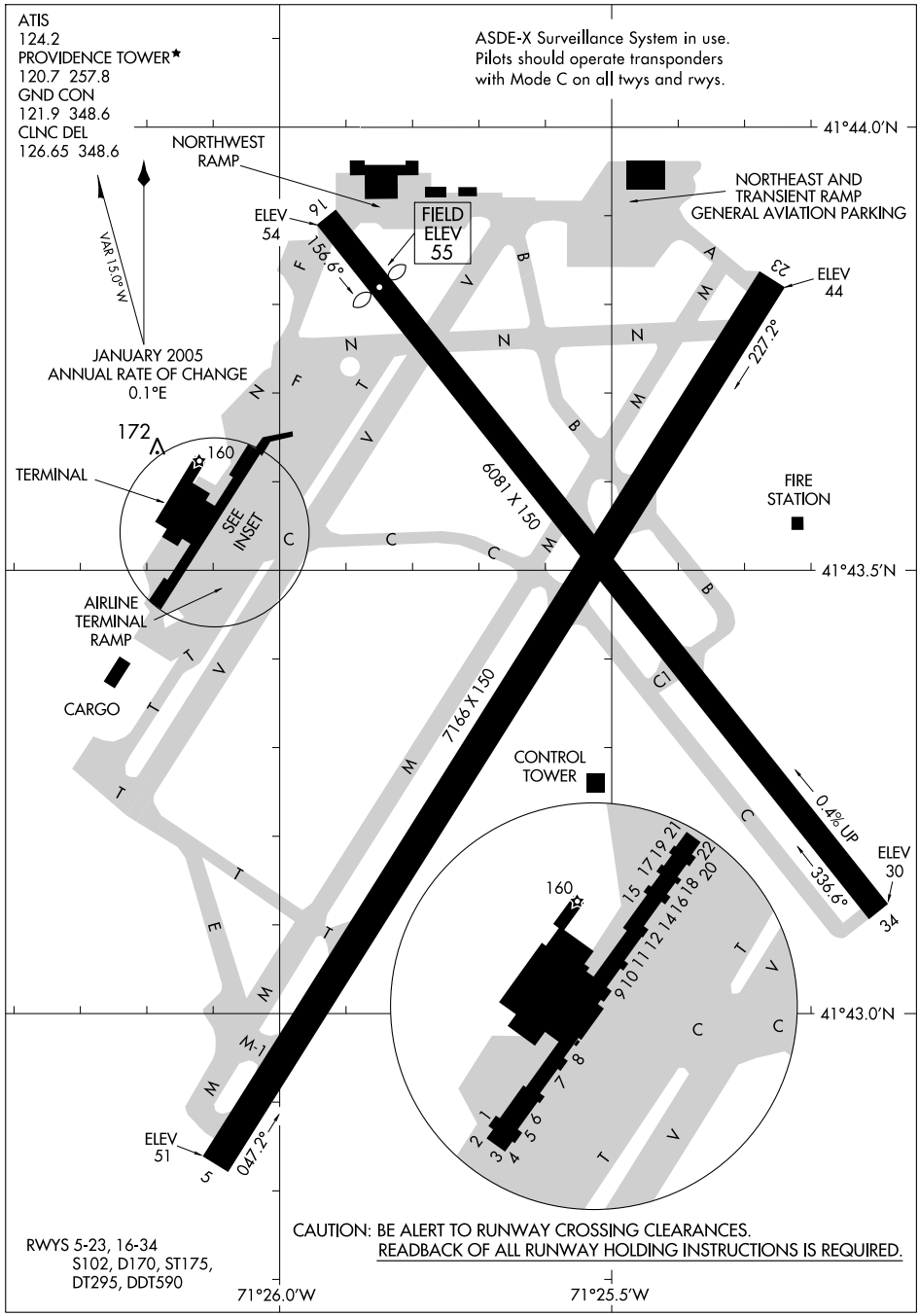
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

NE-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)
AL-333 (FAA)
PROVIDENCE, RHODE ISLAND



NE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PVD	APP CRS	Rwy ldg 7166
109.3	047°	TDZE 53
Chan 30		Apt Elev 55

ILS or LOC RWY 5

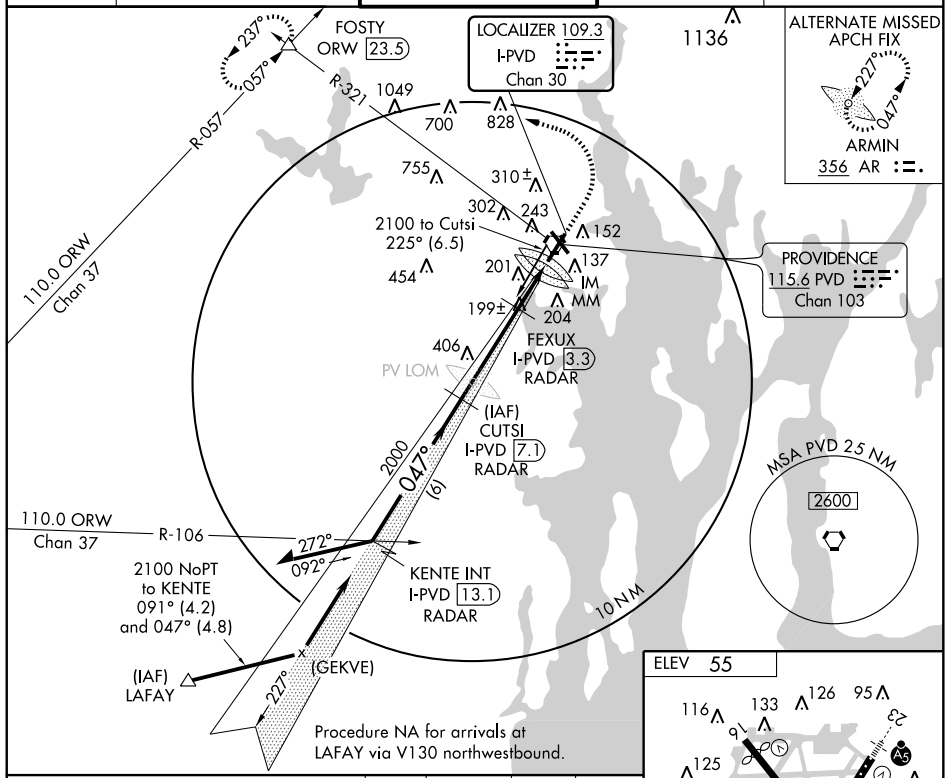
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

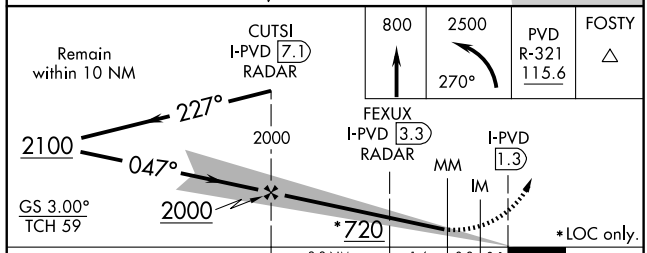
RADAR or DME Required for localizer minimums.

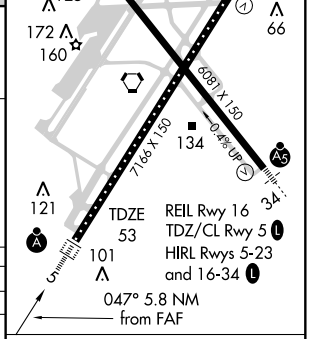
ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
S-ILS 5	253/18		200 (200-½)	
S-LOC 5	460/24	407 (500-½)	460/40	407 (500-¾)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ARJ	APP CRS	Rwy ldg 7166
109.3	227°	TDZE 50
Chan 30		Apt Elev 55

ILS or LOC RWY 23

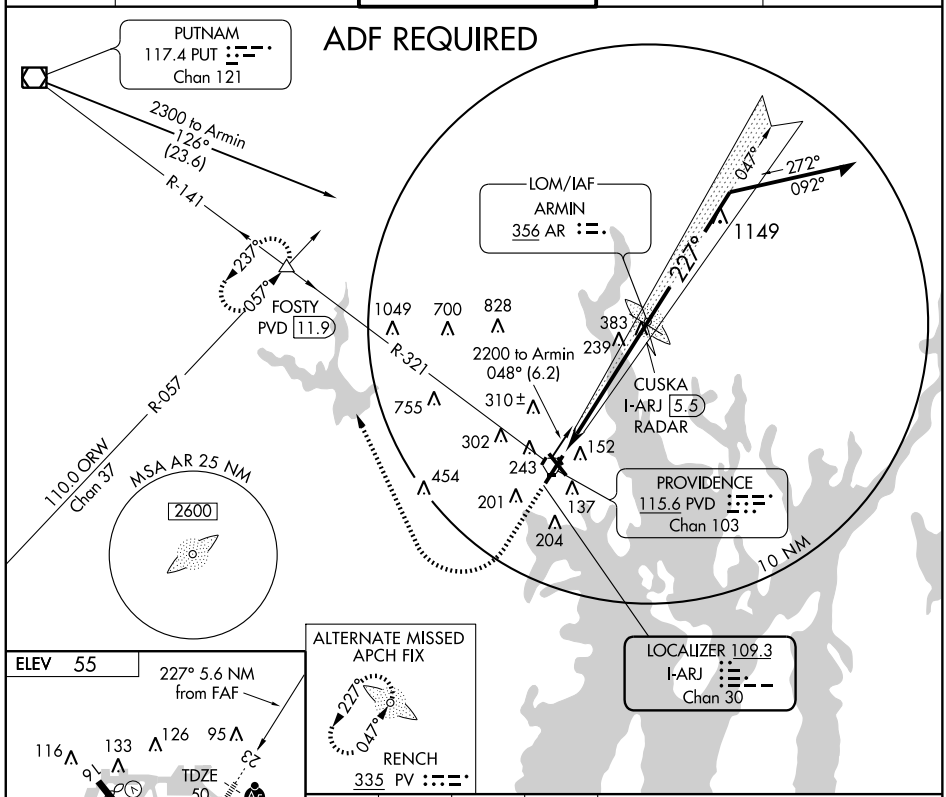
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

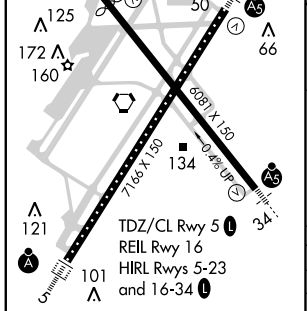
RADAR or DME REQUIRED

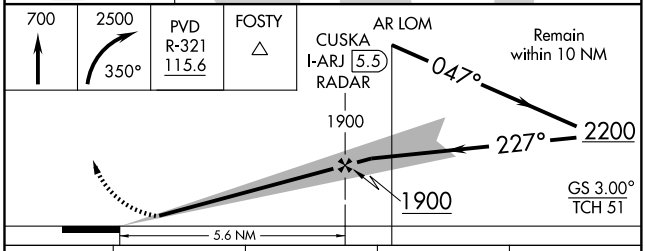
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2500 via 350° heading and PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 23	250/24 200 (200-½)			
S-LOC 23	540/24 490 (500-½)		540/40 490 (500-¾)	540/50 490 (500-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PVD	APP CRS	Rwy ldg 7166
109.3	047°	TDZE 53
Chan 30		Apt Elev 55

ILS RWY 5 (CAT II)

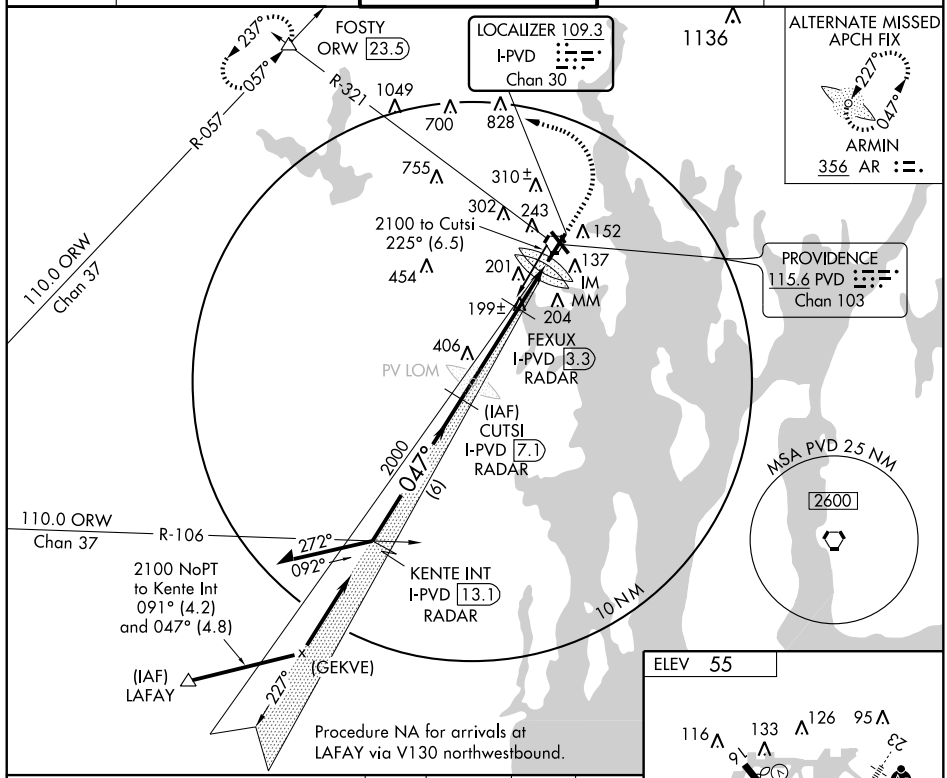
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

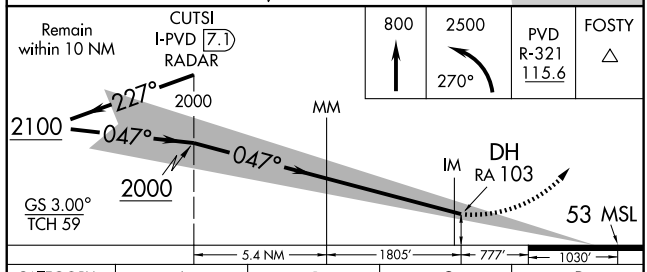
Cat II minimums NA when tower closed.
RADAR or DME Required for localizer minimums.

ALSF-2

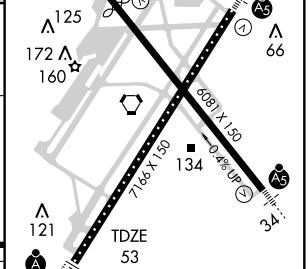
MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-ILS 5	RA 103/12	100	DA 153	



REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PVD	APP CRS	Rwy ldg 7166
109.3	047°	TDZE 53
Chan 30		Apt Elev 55

ILS RWY 5 (CAT III)

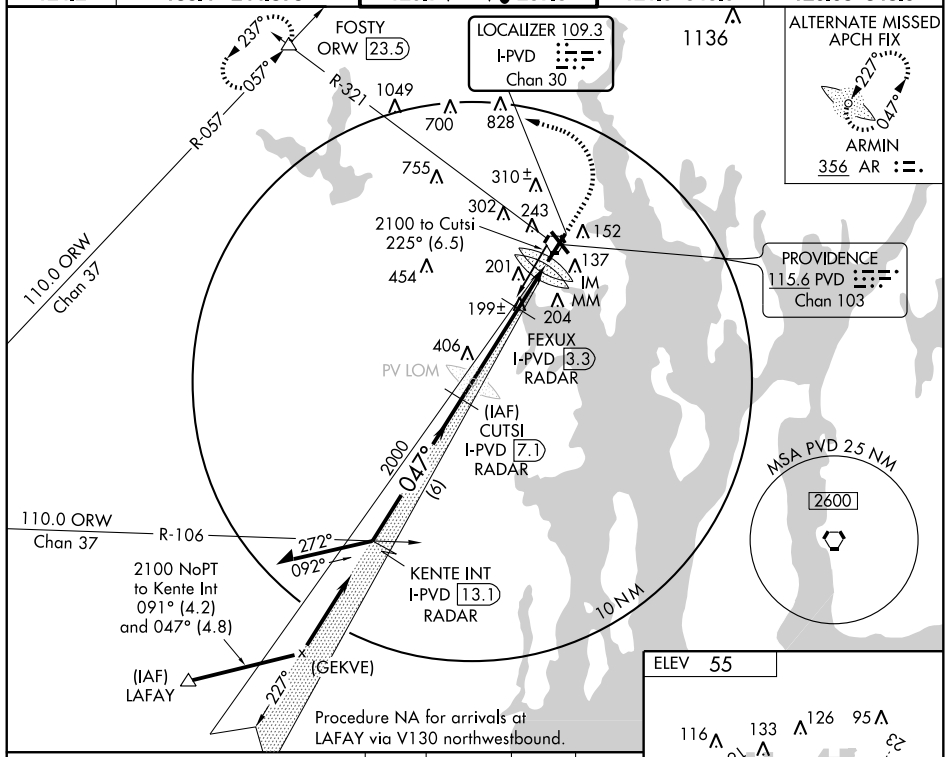
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

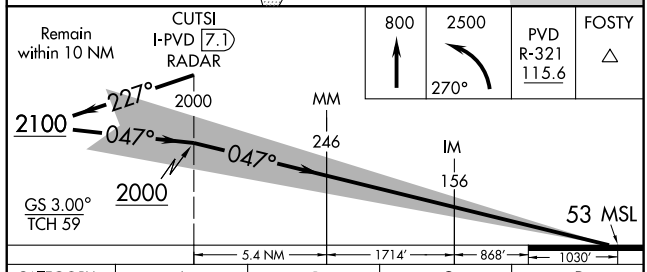
Cat III minimums NA when tower closed. Touchdown and Rollout RVR authorized for Cat III, both are controlling. RADAR or DME Required for localizer minimums.

ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

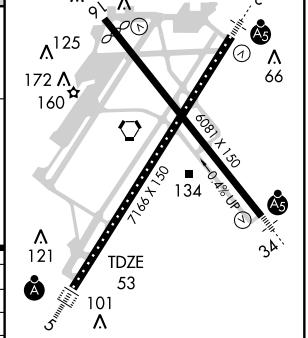
ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-ILS 5		CAT IIIa	RVR 07	
S-ILS 5		CAT IIIb	RVR 06	
S-ILS 5		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW &AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-UNQ	APP CRS	Rwy ldg 6081
111.5	337°	TDZE 51
Chan 52		Apt Elev 55

ILS RWY 34

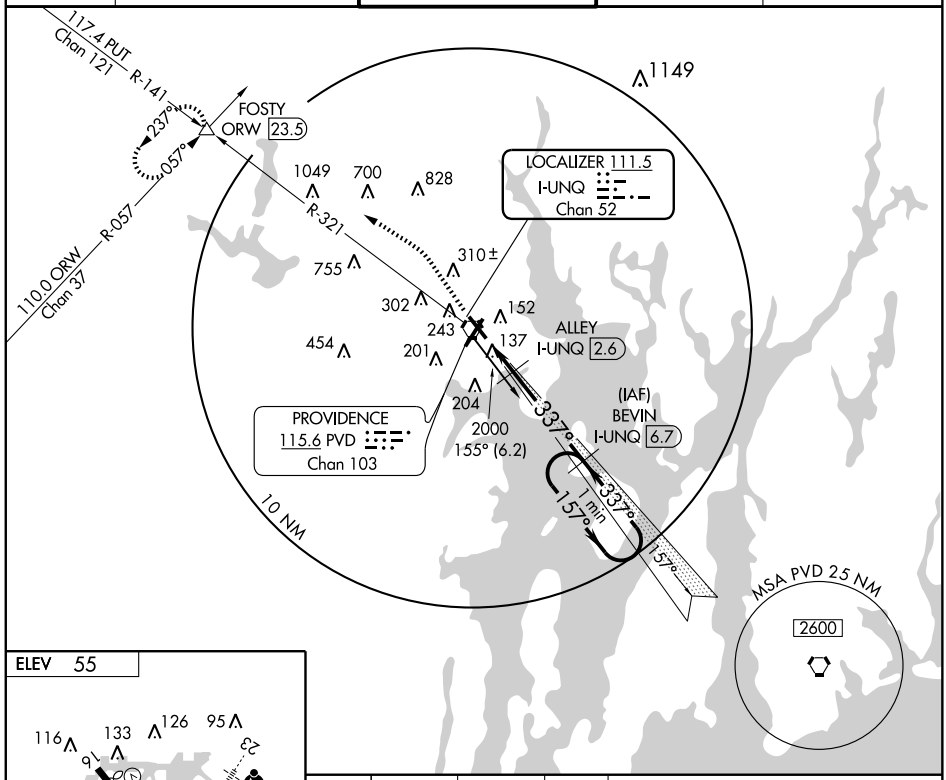
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

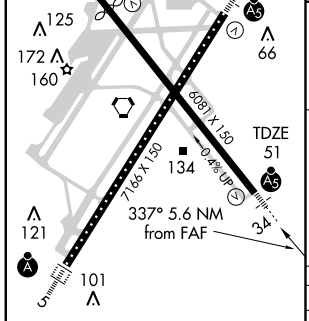
Inoperative table does not apply to S-ILS 34 or S-LOC 34 Cats A, B, and C. For inoperative MALSR, increase S-LOC 34 Cat D visibility to RVR 6000. DME REQUIRED.

MALSR

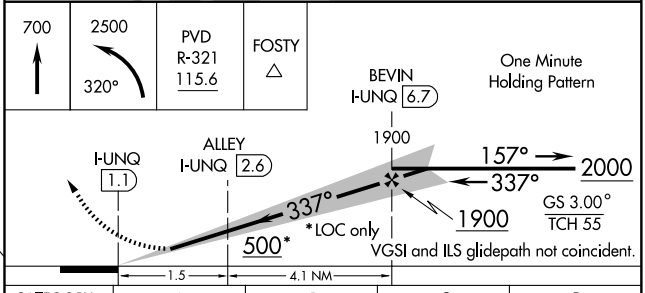
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via heading 320° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

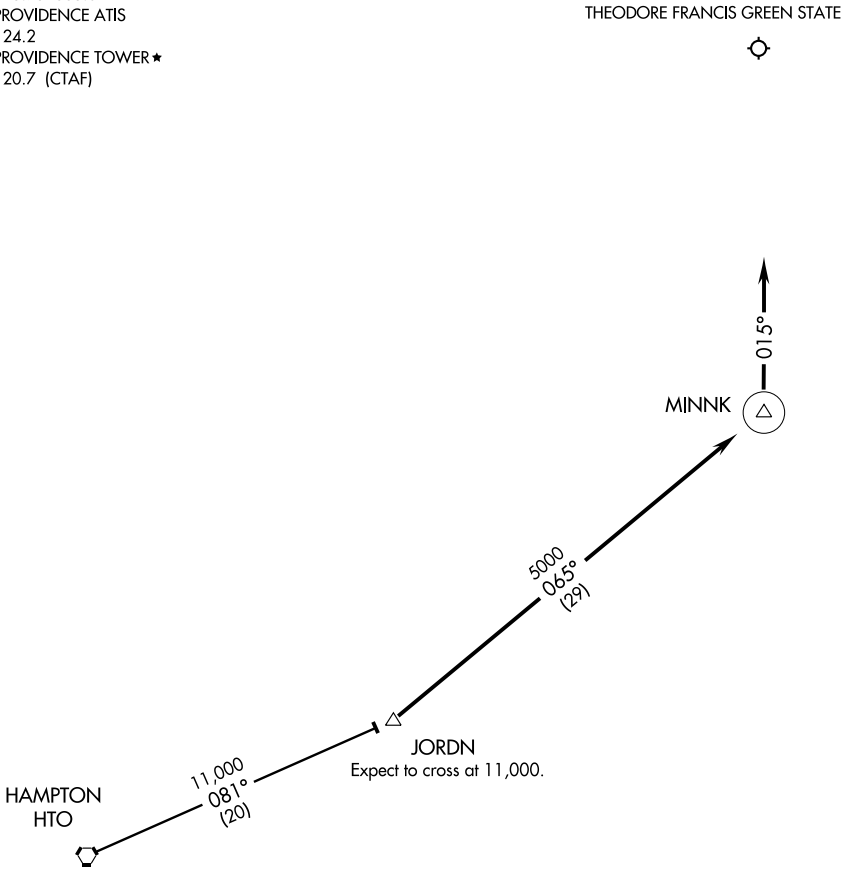


CATEGORY	A	B	C	D
S-ILS 34	314/50 263 (300-1)			
S-LOC 34	400/50 349 (400-1)			
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

JORDN TWO ARRIVAL (RNAV)

PROVIDENCE APP CON ★
125.75 385.6
PROVIDENCE ATIS
124.2
PROVIDENCE TOWER ★
120.7 (CTAF)



NOTE: RADAR REQUIRED.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HAMPTON TRANSITION (HTO.JORDN2):

. . . . From JORDN, via 065° track to MINNK (MEA 5,000). Depart MINNK heading 015°. Expect radar vectors to final approach course.

WAAS CH 86218 W05A	APP CRS 047°	Rwy ldg 7166 TDZE 53 Apt Elev 55

RNAV (GPS) RWY 5

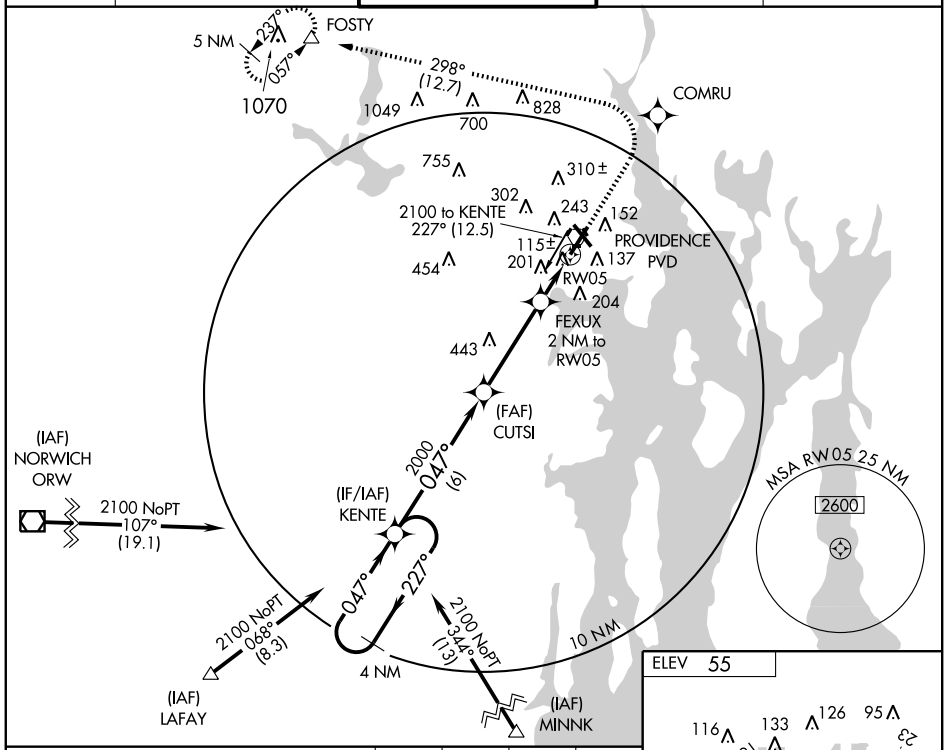
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

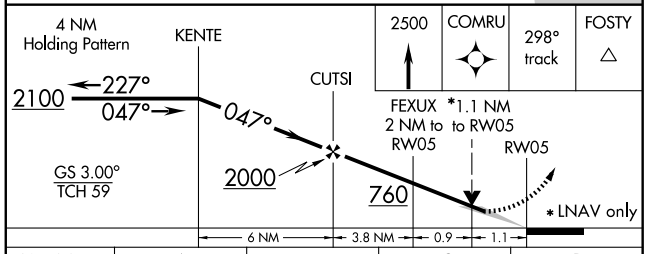
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative ALSF, increase LPV visibility all Cats to RVR 5000, LNAV Cat D to RVR 6000.

ALSF-2

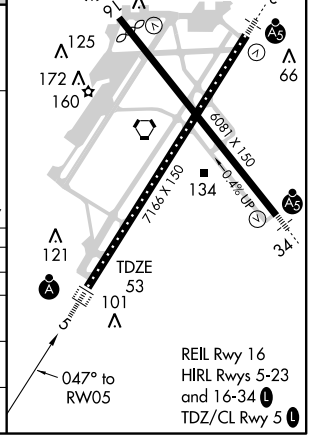
MISSED APPROACH: Climb to 2500 direct COMRU and via 298° track to FOSTY and hold.

ATIS	PROVIDENCE APP CON *	PROVIDENCE TOWER *	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
LPV DA	337/24 284 (300-½)			
LNAV/ VNAV DA	488/50 435 (500-1)			
LNAV MDA	460/24 407 (500-½)		460/40 407 (500-¾)	460/50 407 (500-1)
CIRCLING	560-1½ 505 (600-1½)		620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5516
157°	TDZE	54
	Apt Elev	55

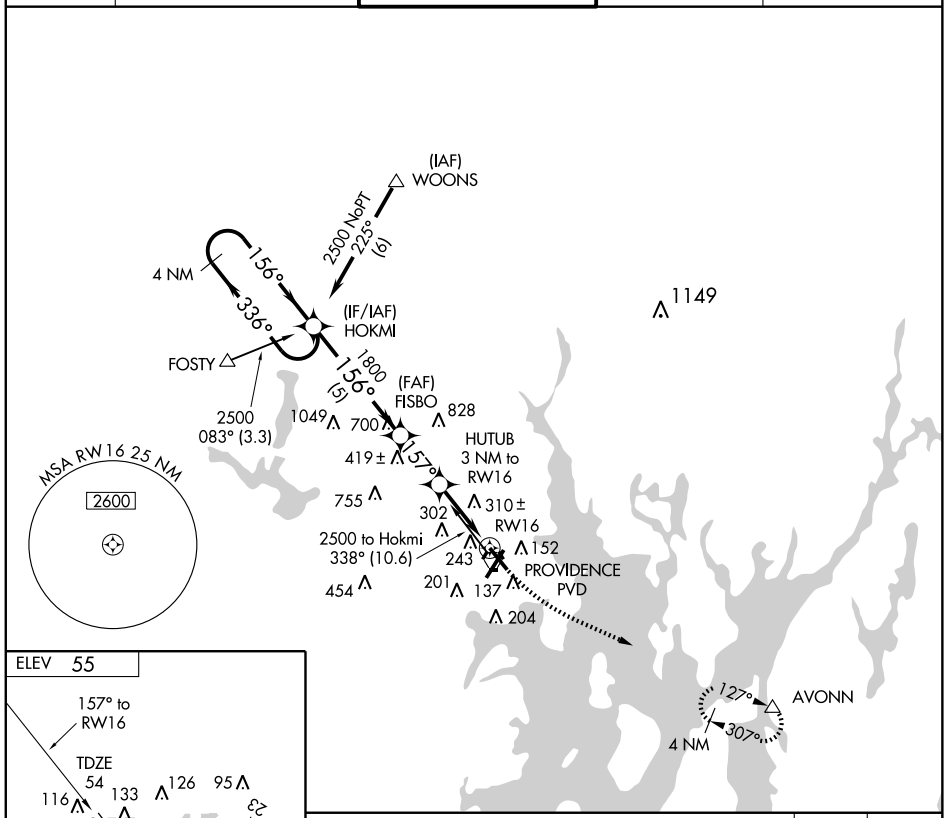
RNAV (GPS) RWY 16

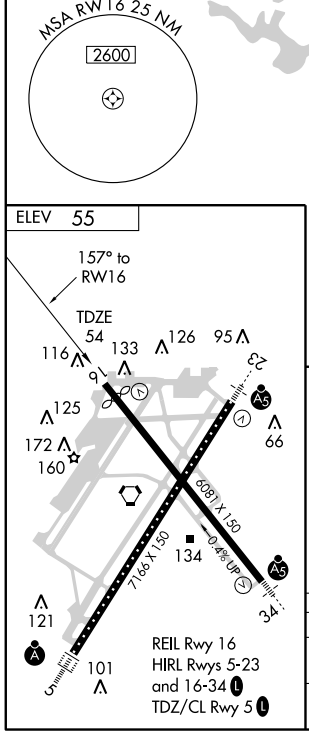
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

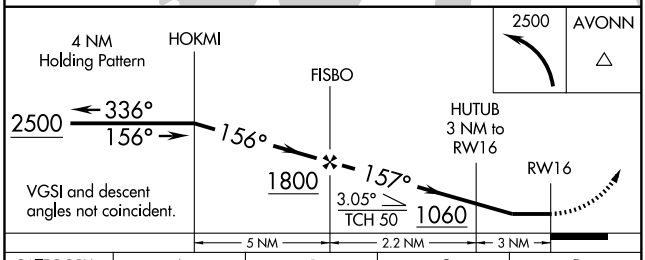
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
LNAV MDA	560-1 506 (600-1)		560-1½ 506 (600-1½)	
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7166
227°	TDZE	50
	Apt Elev	55

RNAV (GPS) RWY 23

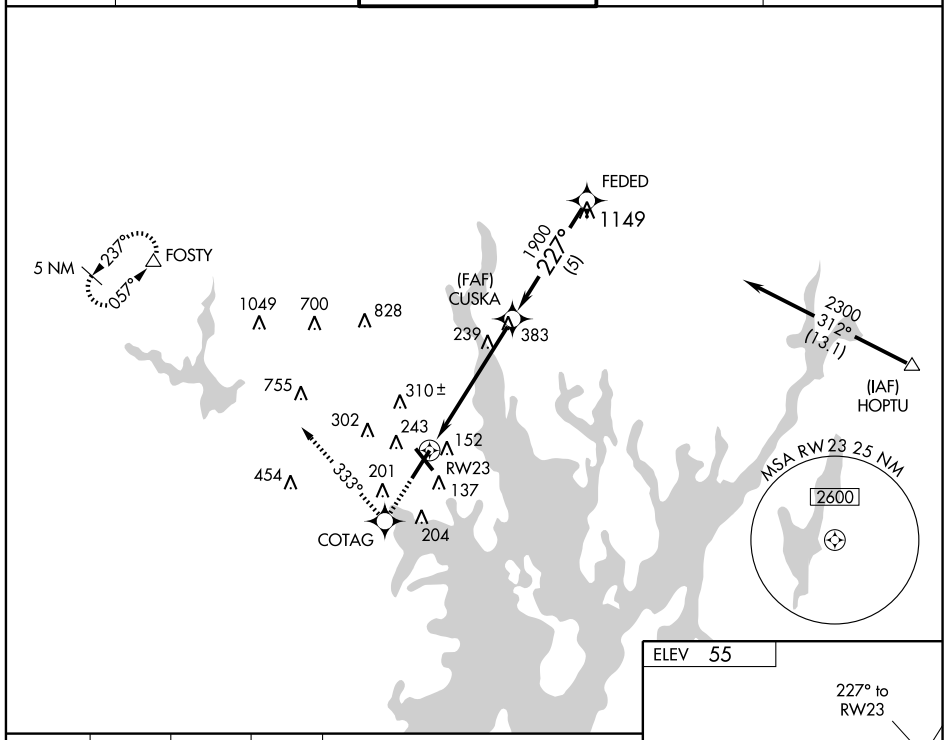
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

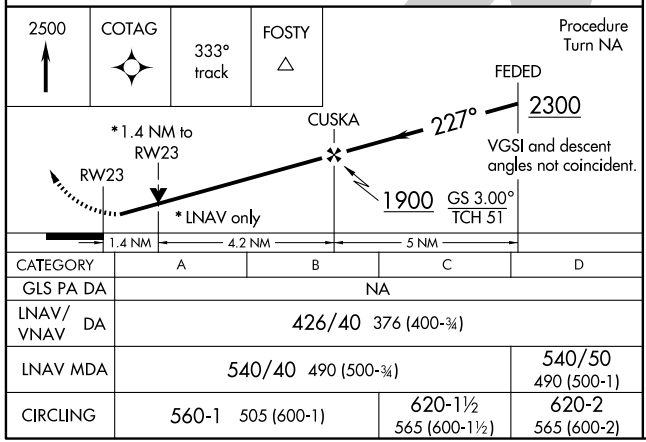
T W BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR A5

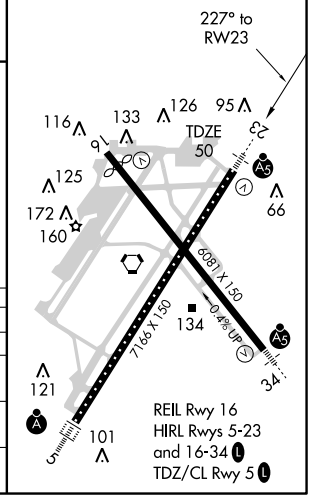
MISSED APPROACH: Climb to 2500 direct COTAG then via 333° track to FOSTY and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	426/40 376 (400-¾)			
LNAV MDA	540/40 490 (500-¾)			540/50 490 (500-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	6081
337°	TDZE	51
	Apt Elev	55

RNAV (GPS) RWY 34

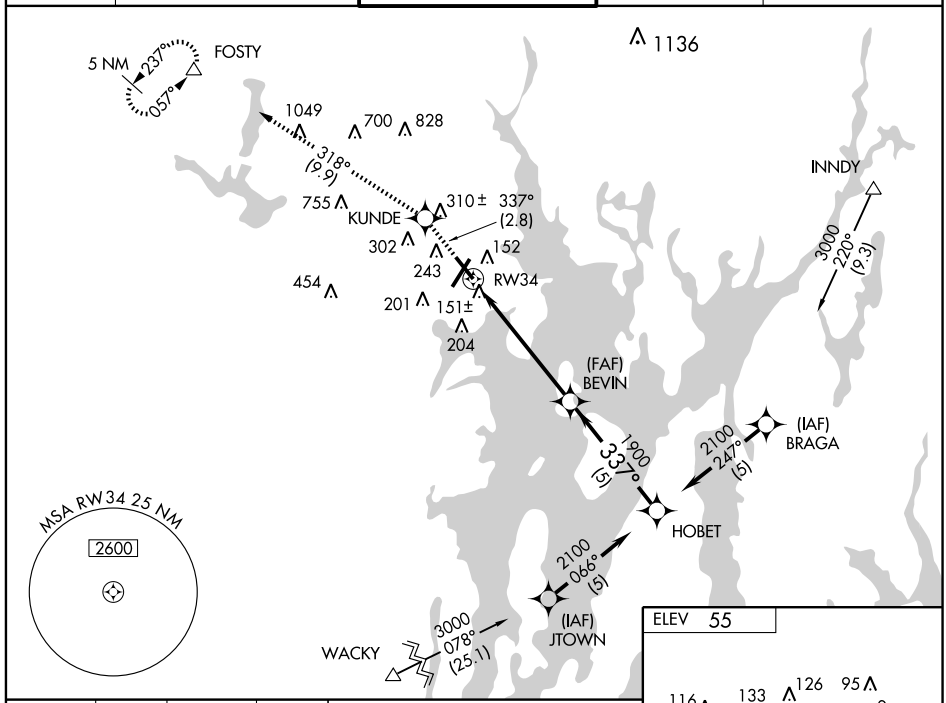
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

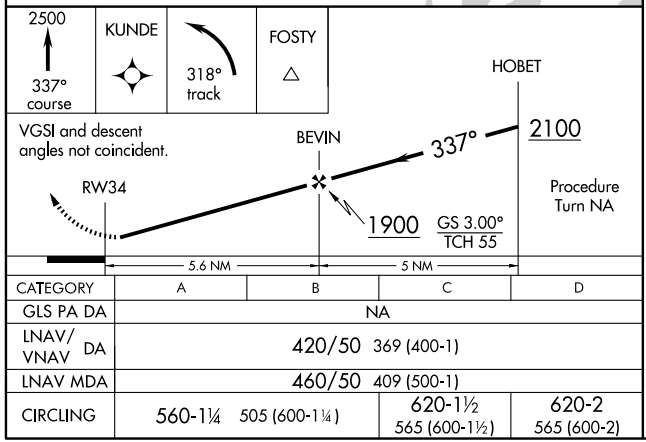
T W BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 6000; inoperative table does not apply to LNAV Cats A and B, increase LNAV Cats C and D visibility to RVR 6000.

MALSR A5

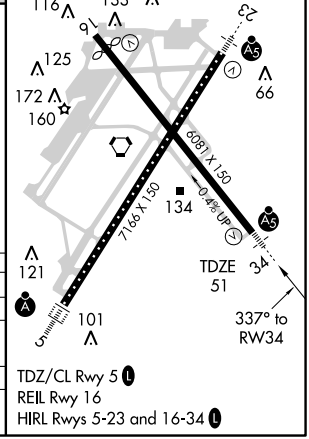
MISSED APPROACH: Climb to 2500 via 337° course to KUNDE WP then left turn via 318° track to FOSTY and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420/50 369 (400-1)			
LNAV MDA	460/50 409 (500-1)			
CIRCLING	560-1¼ 505 (600-1¼)		620-1½ 565 (600-1½)	620-2 565 (600-2)



TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

NE-1. 14 JAN 2010 to 11 FEB 2010

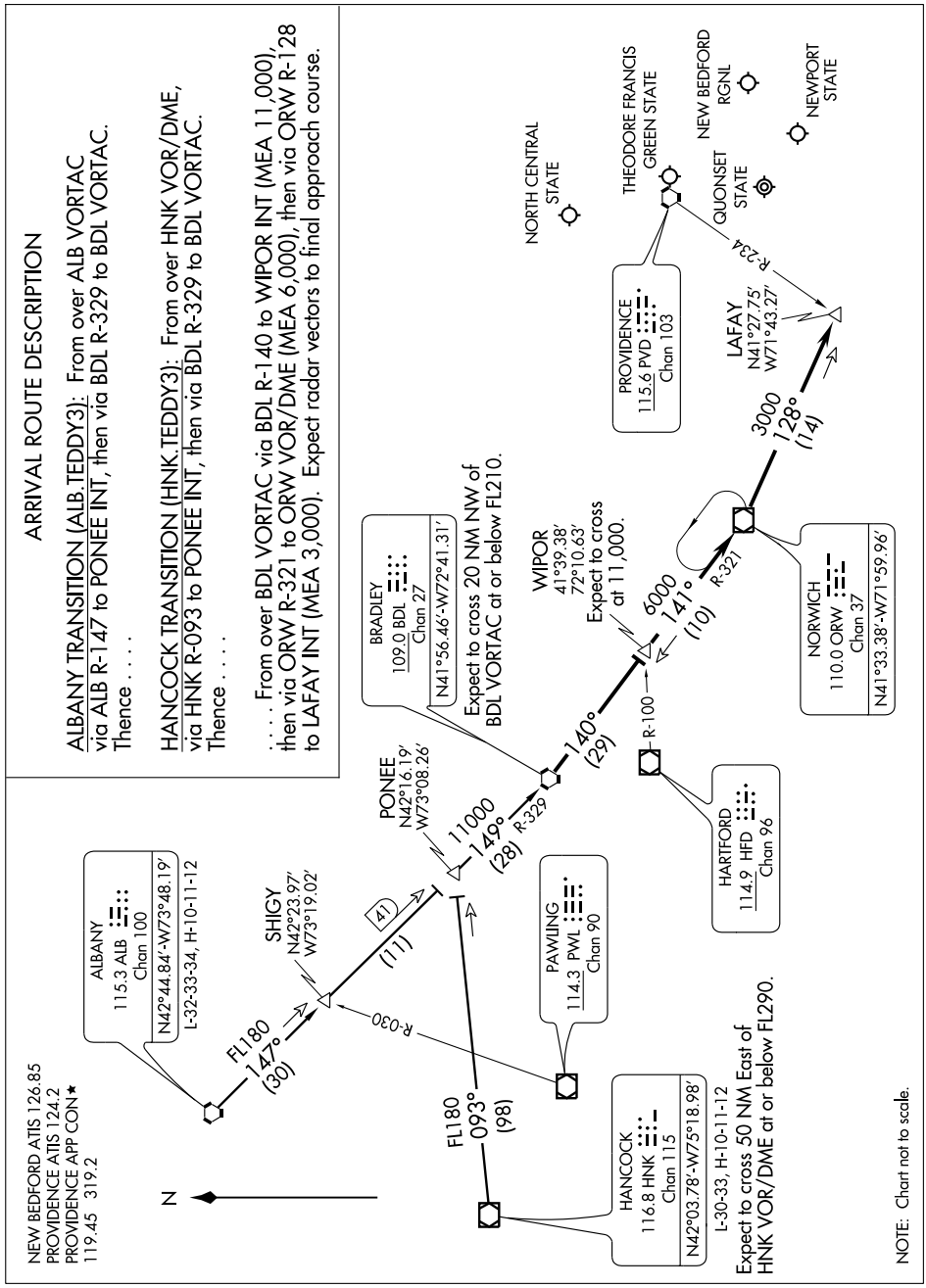
TEDDY THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



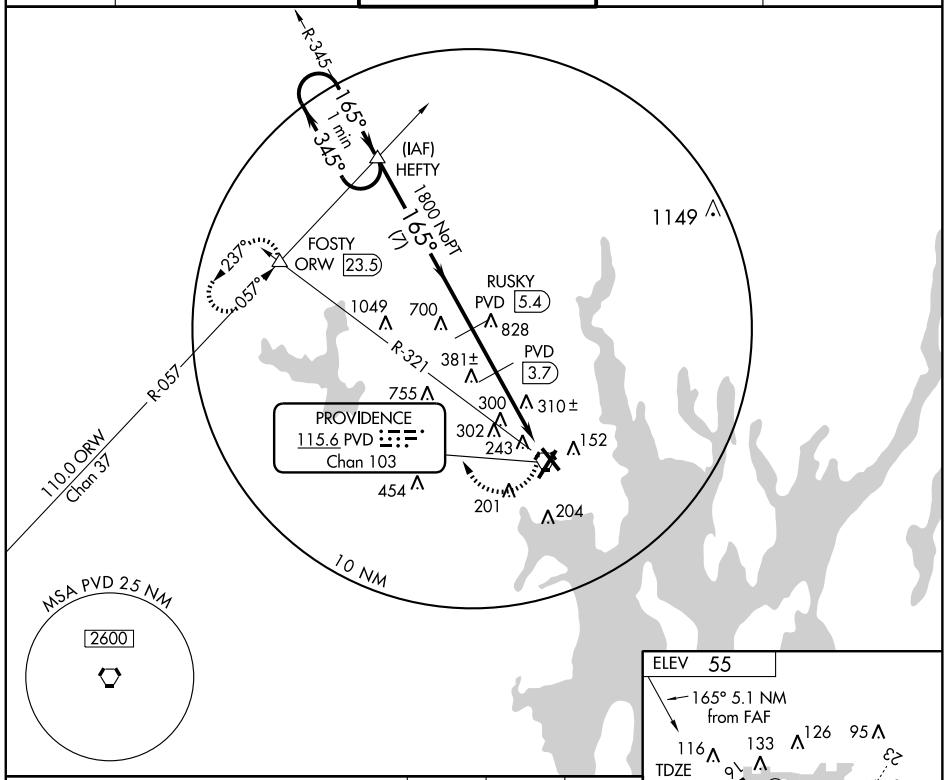
VORTAC PVD 115.6 Chan 103	APP CRS 165°	Rwy ldg 5516 TDZE 55 Apt Elev 55

VOR/DME RWY 16

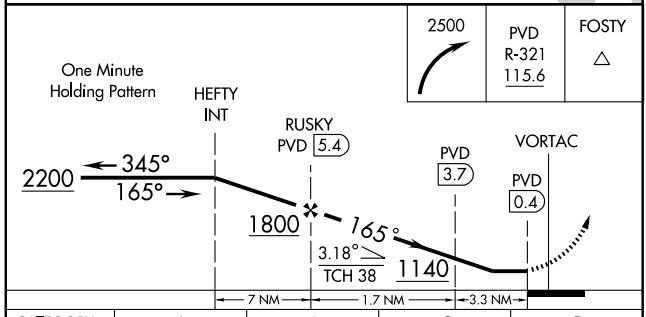
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

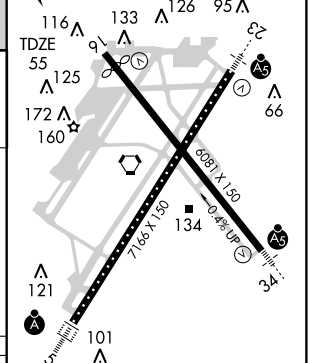
ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6



NE-1. 14 JAN 2010 to 11 FEB 2010



CATEGORY	A	B	C	D
S-16	560-1	505 (600-1)	560-1½	505 (600-1½)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)



TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

VORTAC PVD 115.6 Chan 103	APP CRS 233°	Rwy ldg 7166 TDZE 50 Apt Elev 55

VOR/DME RWY 23

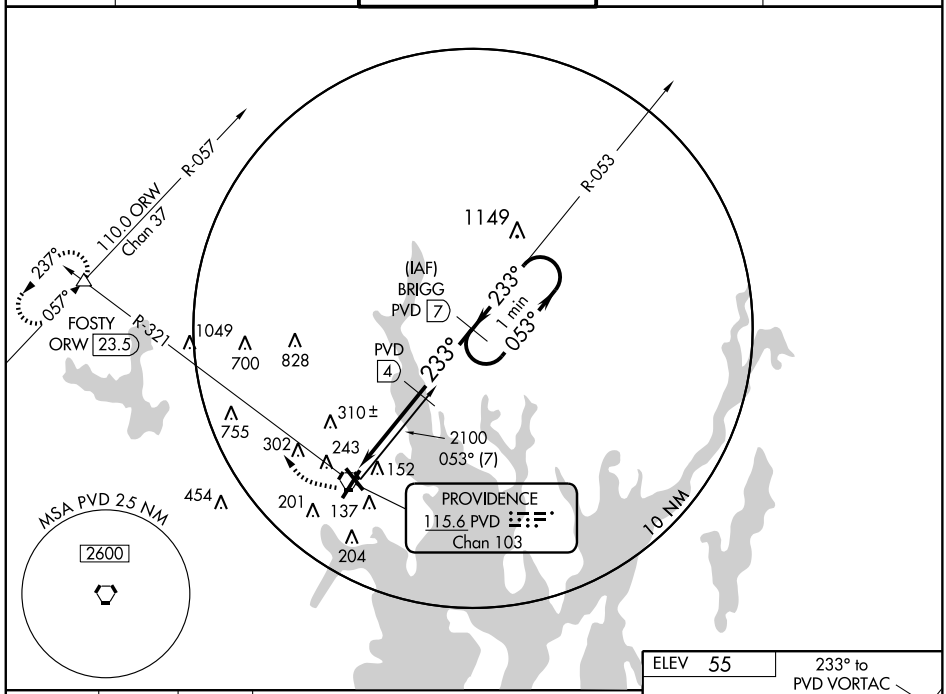
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

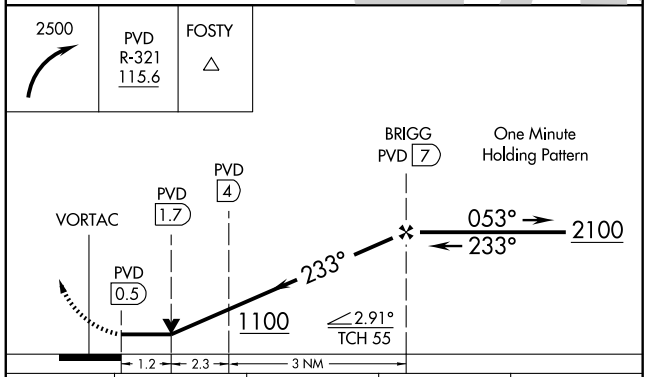
For inoperative MALSR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.

MALSR A5

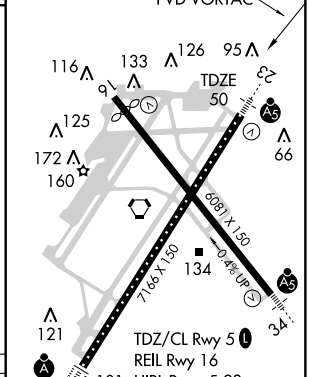
MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-23	440/40 390 (400-¾)			440/50 390 (400-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PVD 115.6 Chan 103	APP CRS 327°	Rwy ldg 6081 TDZE 51 Apt Elev 55

VOR/DME RWY 34

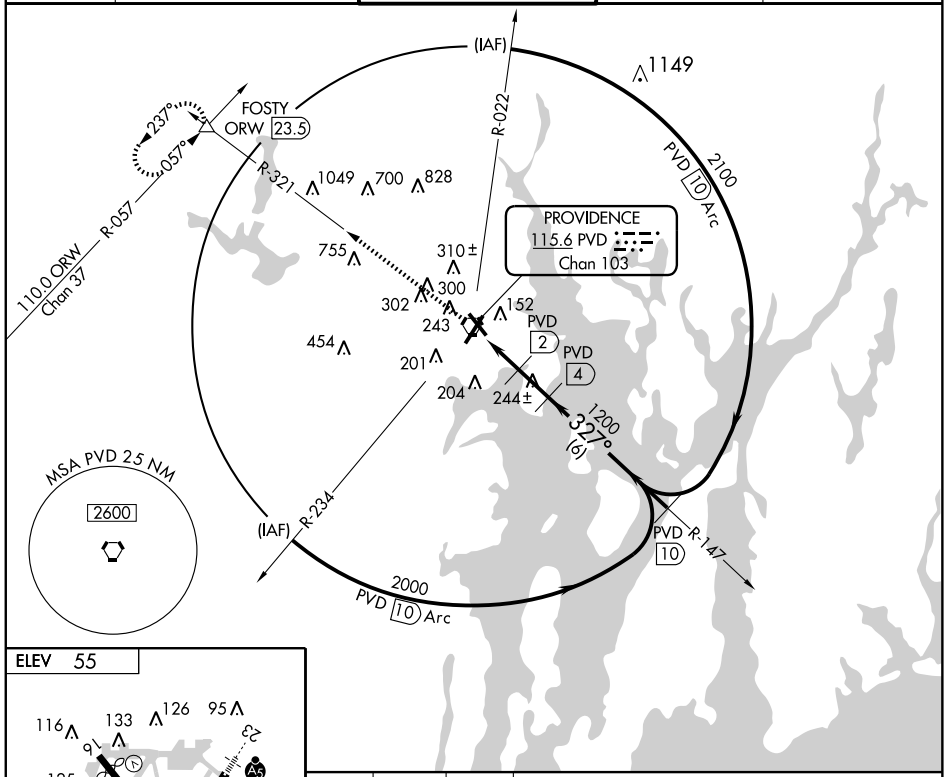
PROVIDENCE/ THEODORE FRANCIS GREEN STATE (PVD)

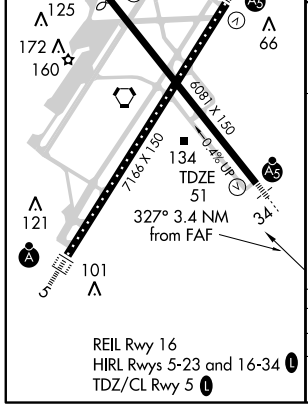
Inoperative table does not apply to S-34 Cats A, B, and C. For inoperative MALSR, increase S-34 Cat D visibility to RVR 6000.

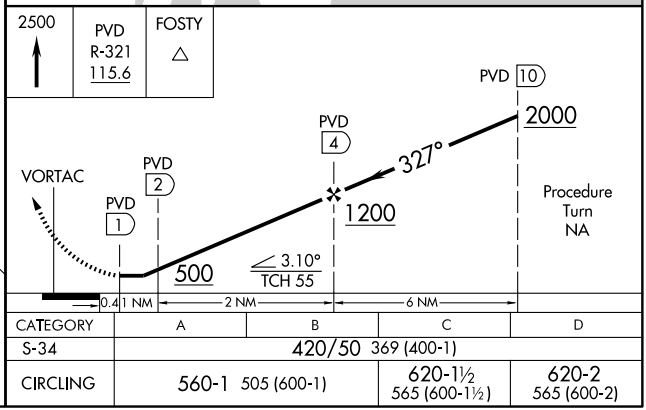
MALSR A5

MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
S-34	420/50 369 (400-1)			
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

VORTAC PVD 115.6 Chan 103	APP CRS 045°	Rwy ldg 7166 TDZE 53 Apt Elev 55

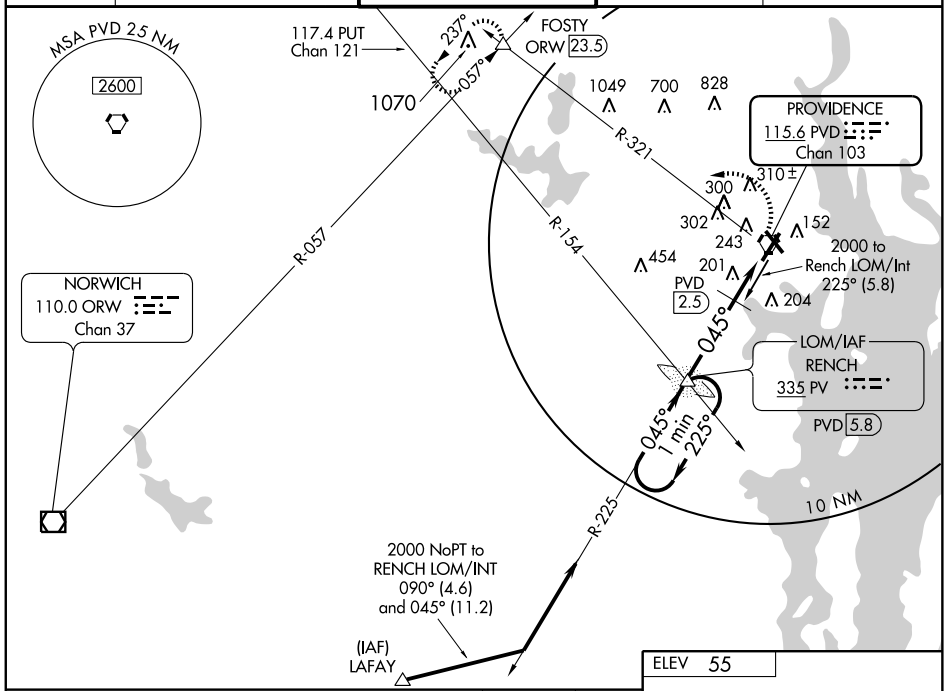
VOR RWY 5

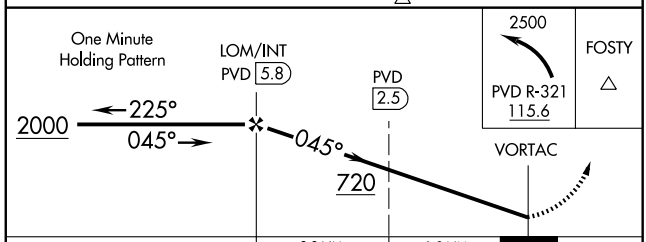
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

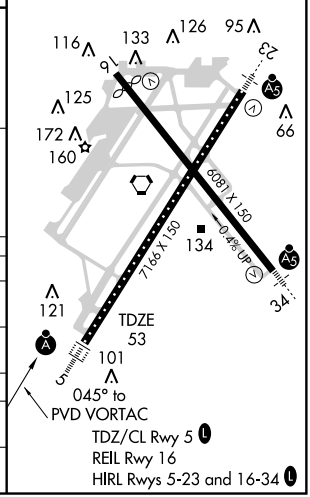
ALSF-2

MISSED APPROACH: Climbing left turn to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
S-5	720/24 667 (700-½)		720/60 667 (700-1¼)	720-1½ 667 (700-1½)
CIRCLING	720-1 665 (700-1)		720-1¾ 665 (700-1¾)	720-2 665 (700-2)
DME MINIMUMS				
S-5	540/24 487 (500-½)		540/40 487 (500-¾)	540/50 487 (500-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PVD 115.6 Chan 103	APP CRS 327°	Rwy ldg 6081 TDZE 51 Apt Elev 55

VOR RWY 34

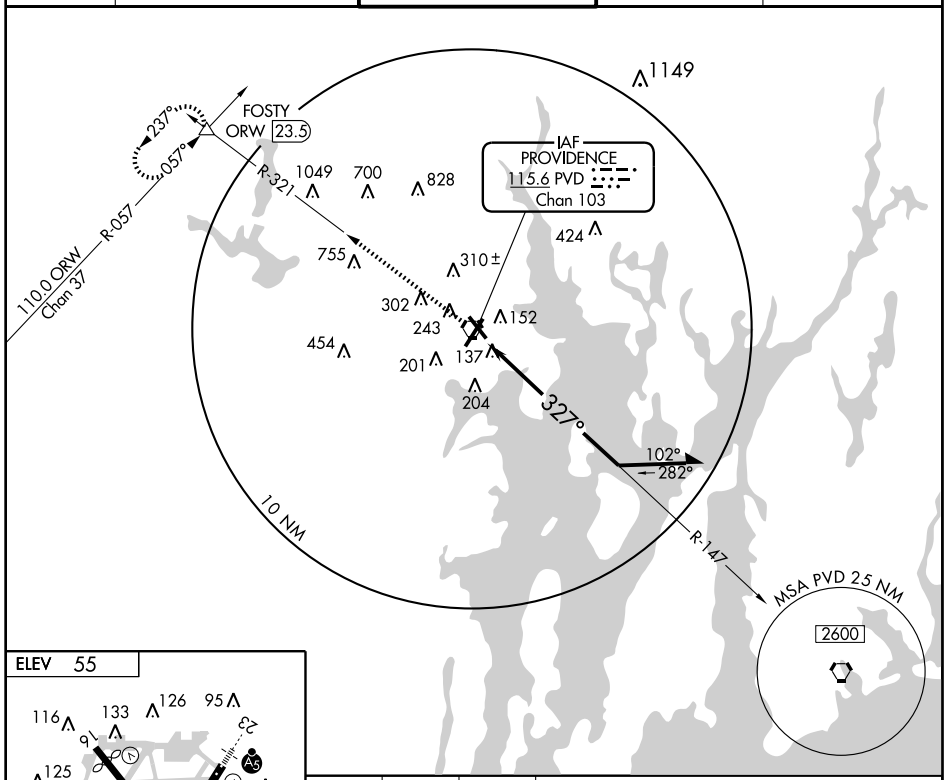
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

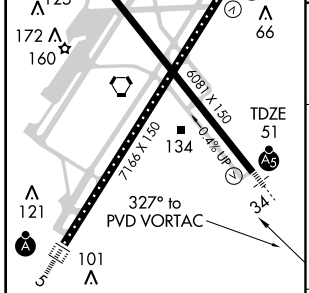
Inoperative table does not apply to Cats A and B.

MALSR

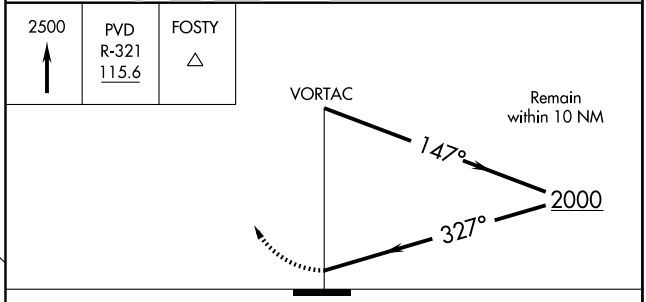
MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L
TDZ/CL Rwy 5 L



CATEGORY	A	B	C	D
S-34	560/50 509 (600-1)			
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1. 14 JAN 2010 to 11 FEB 2010

LOC I-RLS 108.9 Chan 26	APP CRS 068°	Rwy ldg 4010 TDZE 76 Apt Elev 81

LOC RWY 7
WESTERLY STATE (WST)

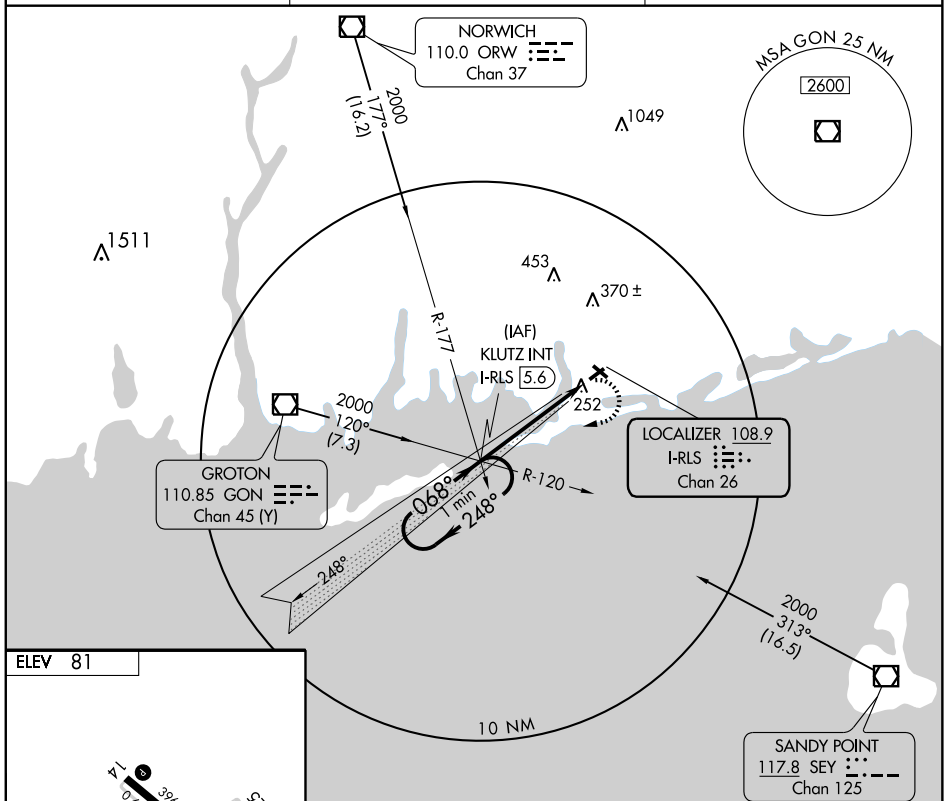
NA

Inoperative table does not apply.

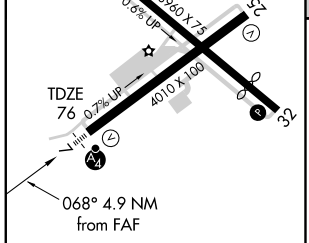
MALSF

MISSED APPROACH: Climbing right turn to 2000 via I-RLS SW course to KLUTZ Int/I-RLS 5.6 DME and hold.

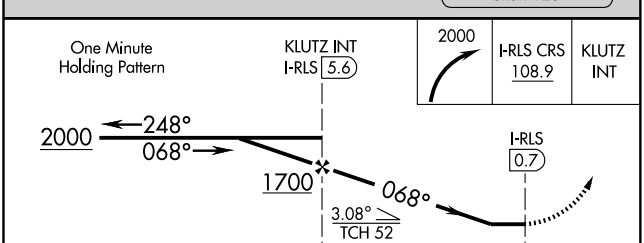
ASOS	PROVIDENCE APP CON ★	UNICOM
132.375	119.45 319.2	123.0 (CTAF) L



ELEV 81



REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-7	500-1 424 (500-1)		500-1¼ 424 (500-1¼)	
CIRCLING	580-1 499 (500-1)		580-1½ 499 (500-1½)	720-2 639 (700-2)

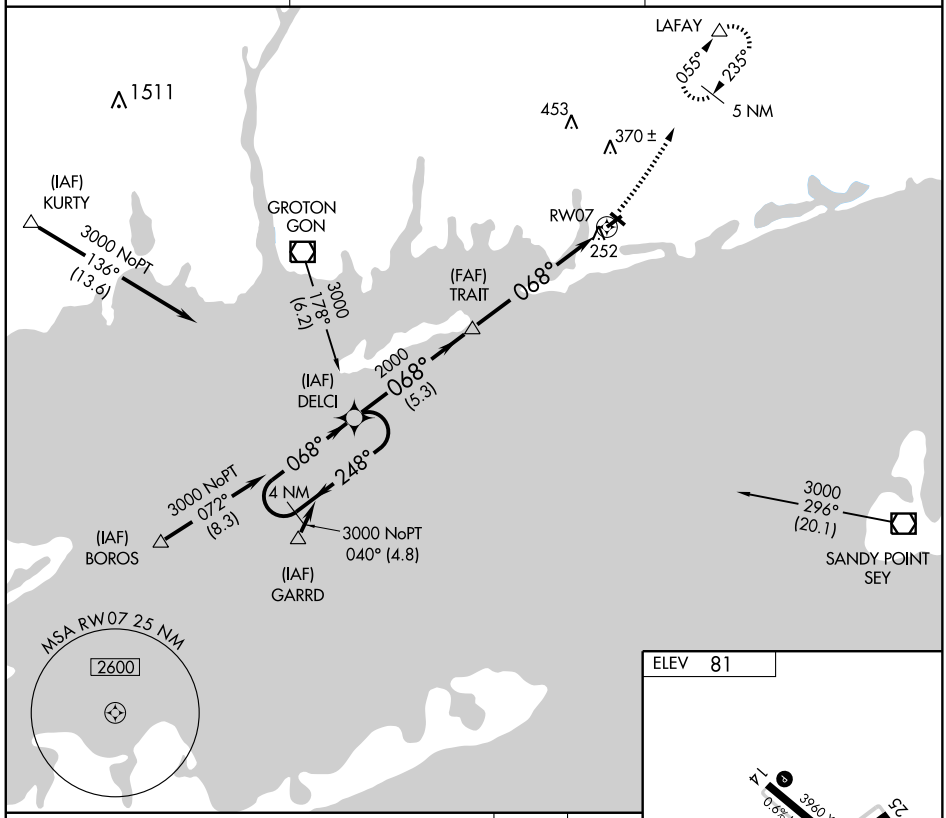
NE-1. 14 JAN 2010 to 11 FEB 2010

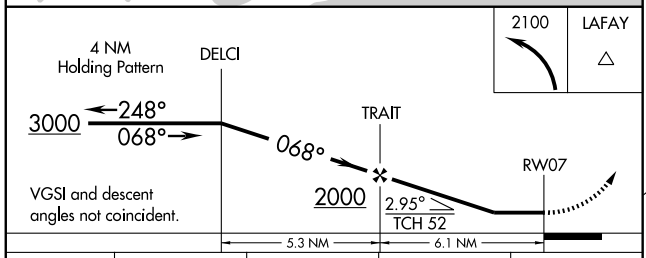
APP CRS	Rwy ldg	4010
068°	TDZE	76
	Apt Elev	81

RNAV (GPS) RWY 7
WESTERLY STATE (WST)

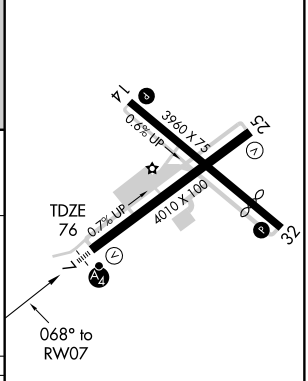
NA — Inoperative table does not apply. DME/DME RNP-0.3 NA.	MALSF	MISSED APPROACH: Climbing left turn to 2100 direct LAFAY and hold.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.375	119.45 319.2	123.0 (CTAF) L





VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	520-1 444 (500-1)		520-1¼ 444 (500-1¼)	520-1½ 444 (500-1½)
CIRCLING	580-1 499 (500-1)		580-1½ 499 (500-1½)	720-2 639 (700-2)

REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

NE-1. 14 JAN 2010 to 11 FEB 2010